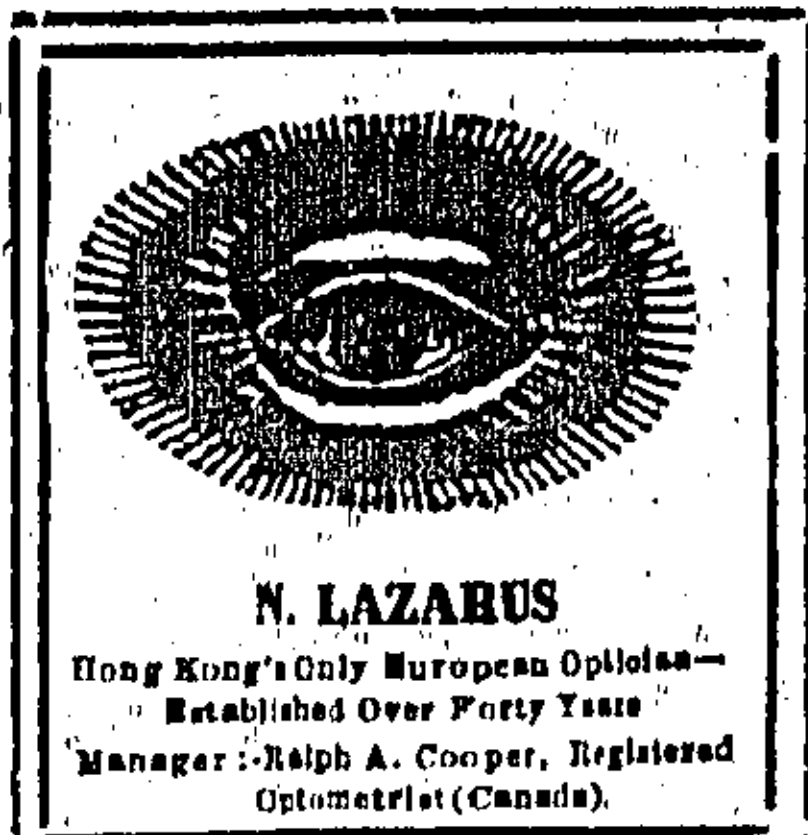




# The Hongkong Telegraph

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## REPLY TO BRITISH OFFER.

### CHEN SEEKS TO EXCLUDE PEKING.

### NATIONALISTS MAKE CONDITIONAL ACCEPTANCE.

### CHAOS AT KIUKIANG.

Mr. Eugene Chen has informed Mr. O'Malley that the Nationalist Government is prepared to discuss the British proposals, provided the terms relating to the Concessions, International Settlements and other matters of an exceptional character are not discussed with other Chinese authorities who cannot represent Nationalist China.

This statement was made in reply to an official British announcement that a large part of what the Nationalists desired would be conceded when a satisfactory settlement was reached in respect of the Concessions at Hankow and Kiukiang, and when assurances were given that the Nationalists would not countenance any alteration, except by negotiation, of the status of British Concessions and International Settlements.

Amongst the news items from the Yangtze region is one stating that the British community at Kiukiang is housed aboard a steamer and is unable to land owing to the attitude of the Chinese troops, who are not under proper control. Dr. Whitworth (an American) who lands daily to visit the hospitals, has been threatened by soldiers.

London, Feb. 4. The meeting of the Cabinet, resumed from last Wednesday, was occupied for three hours this afternoon in considering the position created by Mr. Eugene Chen's refusal to sign the draft agreement regarding the status of the concessions at Hankow and Kiukiang.—*British Wireless.*

#### THE BRITISH OFFER.

##### CONCESSIONS PROBLEM FIRST.

Hankow, Feb. 3. The British proposals were handed to Mr. Eugene Chen on January 27th, accompanied by the following *Aide Memoire*:

"When a satisfactory settlement has been reached in respect of the British Concessions at Hankow and Kiukiang and when assurances have been given by the Nationalist Government that they will not countenance any alteration, except by negotiation, of the status of the British Concessions and International Settlements, His Majesty's Government will be prepared to concede at once, on the lines indicated in the enclosure hereto, a large part of what is desired of them by the Chinese Nationalist Party. So liberal and generous a step cannot, in their view, be regarded otherwise than as an earnest of the fair and conciliatory spirit with which they are animated."

#### MR. CHEN'S REPLY.

Mr. Eugene Chen, in the course of the reply communicated to Mr. O'Malley, states that the Nationalist Government is prepared to consider and discuss the terms outlined as the basis of a comprehensive and reasoned settlement of the existing differences between China and the British, provided the terms relating to the Concessions and International Settlements and other matters of an exceptional character and implication are not to be discussed with local or other Chinese authorities who cannot represent Nationalist China and its organ of leadership, the Chinese Nationalist Party. His Majesty's Government invites the Nationalist Government to regard the step proposed "as an earnest of the fair and conciliatory spirit with which they are animated." It is not easy to reconcile this claim with the feverish concentration of armed British forces now proceeding and the consequent war atmosphere and war neurosis created.—*Reuter.*

#### NAVAL NEWS.

##### CONSULAR MOVEMENTS.

Chengking, Feb. 4. The British Consul-General, Mr.

Affleck, and the Vice-Consul, Mr. Lamb, arrived at day from Chengtu.—*Naval Wireless.*

#### COMMANDEERED BOATS.

Ichang, Feb. 4. Troop movements in commandeered steamers continue.—*Naval Wireless.*

#### HANKOW NEWS.

Hankow, Feb. 4. A Japanese steamer arrived from up-river to-day full of troops. They were landed at the ex-Russian concession. The *Times* Hankow correspondent reports that Press messages are being delayed by the Chinese censor.

#### AMERICAN DOCTOR THREATENED.

Kiukiang, Feb. 4. The British community are still housed on a steamer in the river off the Concession. They are unable to land owing to the attitude of the Chinese troops, who are not under proper control. An American medic, Dr. Whitworth, who lands daily to visit the hospitals, was threatened this morning by soldiers.—*Naval Wireless.*

#### HANKOW QUIET.

##### NO EXPECTED DEMONSTRATION.

Hankow, Feb. 4th. A light fall of snow has added to the unpleasantness of the weather, and this has probably accounted for the fact that up to 3.30 this afternoon, there was no sign of the demonstration which, it was previously reported, had been planned for this afternoon. There is every indication of the day passing off most quietly.—*Reuter.*

#### MR. CHURCHILL'S CONFIDENCE.

##### MORE PATIENCE AND FORBEARANCE.

London, Feb. 4. Mr. Winston Churchill, speaking at Manchester, did not believe there were grounds for grave anxiety as regards China.

Nothing was further from our intentions and ideas than to be drawn into adventurous, aggressive ambitions or a Byzantine policy in China. We sought nothing there but the ability to sell the goods which the Chinese desire and to receive useful goods in exchange. We regard the 400,000, 500 Chinese as potential friends and customers. The last thing you do to a potential customer is to shoot him, and the last thing (Continued on Page 16.)

## SHANGHAI CRISIS.

### SOME CANTONESE PROPOSALS.

### NEUTRALISATION PLAN.

The reaction of local Chinese to the decision of the British Government to send a division of troops out to protect Shanghai is to be seen in a number of "peace" feelers put out by leading members of the Kuomintang in order to liquidate the situation, says the *Shanghai Times*.

It is reported that several sets of proposals have been formulated by various leaders of the Shanghai Kuomintang, which is the party. As far as can be learnt, however, the executive of the party is not behind them, the proposals being the efforts of individual members to settle the serious issue which Shanghai faces.

#### NEUTRALISATION PLAN.

One set of proposals devised by two leading members are reported already to have been communicated to the foreign authorities by their authors.

These proposals revive the neutralisation plan for Shanghai, so that the despatch of a large force of foreign troops will be rendered unnecessary. The argument of the leaders, who evolved the proposals is that the Cantonese have determined to capture Shanghai at all costs, and there is likely to be fighting outside Shanghai but that their proposals will obviate this.

#### THE PROPOSALS.

The *Shanghai Times* learns that the proposals, which have already been presented to various foreign authorities, are along the following lines:

The Cantonese forces agree not to approach Shanghai nearer than such points as Sunkiang and Soochow, on condition that the Powers use their good offices to induce Marshal Sun Chuan-fang to withdraw his troops to Nanking.

Arrangements will be put in hand to create a real neutral area around Shanghai, free of all troops, and with a competent administration which will obviate the necessity of despatching a large force to Shanghai.

#### CO-OPERATION URGED.

The Cantonese agree to keep their troops back at the points mentioned and to establish a civil government for the control and administration of Shanghai, an important point being that the police are to be controlled by a civilian mayor and not by the military. The Powers, on their part, are to help in realizing these plans in exchange for the co-operation of the Cantonese with the foreign authorities for the preservation of order in the Foreign Settlement and the French Concession.

These proposals are reported to have received the imprimature of General Chang Kai-shek, the Cantonese generalissimo, and their sponsors are two leading members of the Kuomintang in Shanghai, conservatives who claim that they speak for a considerable section of the Nationalist leaders. The adoption of these proposals, they claim, will save Shanghai from being plunged into war.

#### PUBLIC OPINION.

Competent observers who have been shown these proposals are of the opinion, however, that they are more in the nature of terms imposed by victors upon vanquished, a situation which does not at present exist in view of Marshal Sun Chuan-fang's strong position in Chekiang. While the statement that Shanghai will be saved from war is accepted, the opinion has been expressed that the adoption of these terms would be tantamount to a valuable military success by General Chang, who will otherwise have a difficult task in realizing his hopes for the capture of Shanghai owing to the strength of the forces opposing him.

Sceptics of the value of Cantonese promises are inclined to point to the experiences of Hankow as evidence against the adoption of these proposals as immediately, they argue, the Cantonese had achieved their objective without any resistance, they would have the foreign areas of Shanghai at their mercy.

## MURDER OF AMERICAN LIEUTENANT.

### TRAGIC INCIDENT IN THE PHILIPPINES.

### FIVE FILIPINOS KILLED.

Lieutenant R. A. Young of the Philippine Constabulary was twice shot and stabbed through the heart last Sunday aboard the steamer *San Antonio*, which arrived at Misamis in the afternoon, a few hours later.

Five Filipinos also were killed, and seven others were wounded aboard the steamer.

Sergeant Benegardo of the constabulary, who is charged with the killing, made a daring escape, at sea in a life boat. Two other constabulary soldiers were passengers aboard the steamer with Lieutenant Young and many other civilians.

A constabulary report received at the headquarters, indicated that a sergeant was implicated. Brigadier General Charles E. North, chief of the service, wired for further details.

Lieutenant Young was on his way from Manila to Lanao, where he has been assigned recently as third lieutenant by the Chief of the Constabulary. From Manila he went to Cebu, and changed to a Mindanao steamer.

Lieutenant Young was a graduate of the constabulary academy at Baguio. He is the 57th officer in the line of third lieutenants in the constabulary.

## NEW TERRITORY INCIDENT.

### CLASH WITH ARMED MEN.

The village of Him Wan, situated in an isolated part of the New Territories, between Castle Peak and Un Long, was the scene of a strange affair which occurred on Monday night.

According to a belated report received by Police Headquarters yesterday, a body of armed men, estimated to be ten in number, went to the village on what appeared to be a marauding expedition. Their approach was observed by the village watchmen, or guards, who were fired upon when they shouted a challenge. The fire was returned by the watchmen, and this had the effect of putting the visitors to flight.

Following up the retreating men, the watchmen succeeded in effecting the capture of one of the fugitives, who was later turned over to the New Territories police.

## PERSIAN POLITICS.

### A NEW CABINET.

Teheran, Feb. 4. The Shah speaking in the Majlis, said he had instructed Mostafaez Malek to form a new Cabinet.—*Reuter.*

## STOP PRESS.

### TWO FERRIES COLLIDE.

#### Both Vessels Sink.

This morning, at about 6 o'clock, the two Hongkong-Samshui ferry boats *Man Kat* and *Man On* came into collision when near the Cosmopolitan Dock.

After transferring her six passengers and crew to the other boat, the *Man Kat* sank. The *Man On* then proceeded with thirty of her own passengers and the others from the *Man Kat*, to the Cosmopolitan Dock, where all were landed. Almost immediately, this ferry also sank. No lives were lost, and it is stated that both of the coxswains have disappeared.

## STRAITS TRAGEDY.

### EUROPEAN'S FATAL FALL.

### HOSPITAL CRITICISED.

At an inquest on the death of Mr. H. H. James held in the Coroner's Court at Singapore last week before Mr. F. G. Bourne, Coroner, and a special jury of five, each of the witnesses was subjected to lengthy cross-examination by the jury, who, after hearing the evidence, returned the unanimous finding that death was due to fracture of the base of the skull, ruptured spleen and haemorrhage due to a fall from the verandah of the General Hospital during delirium caused by fever.

#### DOCTOR'S EVIDENCE.

Dr. D. Gracey of the General Hospital said that at about five minutes past two o'clock on January 14th he received a telephone message saying that the deceased had arrived and that he was delirious and had to be restrained. There was a note from the Medical Officer at Johore which stated that the patient was found wandering about in a Chinese graveyard two days previously. Cerebral malaria was diagnosed and he was said to have been ill for five days with fever. He got to the hospital a few minutes after receiving the message and was told by Sister Pugh that the patient was very violent and should be sent downstairs. He was on his way to see the patient when he heard a scream and a staff nurse rushing into the room with the information that the patient had thrown himself over the verandah. Witness ran out and saw the deceased lying on the ground. He was still alive when they picked him up, but he expired about five minutes afterwards.

A post mortem was held next morning and it was found that the deceased had sustained a fracture of the base of the skull. His spleen was enlarged to the extent of about three times its normal size and there was a large amount of haemorrhage present in the abdomen.

#### SUFFERING FROM MALARIA.

In reply to the Coroner, witness said that there were no signs of any injury underneath an old scar which was visible on the deceased's forehead. Witness also said that he was prepared to swear that the deceased was suffering from malaria, but would not go as far as to swear that he was suffering from cerebral malaria.

Mr. Bourne explained that Mr. James had sustained a wound on the forehead during the war (hence his reference to the scar) and he would like to know if it would result in his being more seriously affected by a dose of malaria.

Witness was not prepared to say anything about it.

Replying to questions by the jurors, the witness said that the deceased was brought down from Johore Bahru under a strong guard of six men. Two hospital attendants increased the guard to eight when he arrived.

#### HOSPITAL MATTERS.

There was a great deal of discussion on the point that the patient, who was in a dangerous condition, was taken upstairs. Witness said that provision was made for violent patients downstairs. The information from Johore was that it was a medical case, so the patient was taken upstairs to the first-class medical ward. There was provision in the second-class ward for a very violent patient, but he supposed, being a European, Mr. James was not taken there.

Witness did not think that Mr. James was suffering from sun stroke. Sister Pugh gave evidence that when the patient arrived in charge of eight men she noticed that he was not taken there.

There is no truth in the rumour that, on account of the unsettled condition in China, the old established firm of Blas Bay, Pirates, Unlimited, intend transferring their Headquarters to Hongkong.

## Bulls and Inners

### From the Office Butts.

Perhaps the Chinese who was caught the other day with a \$100 bill in his shoe was a Bolshevik and trying his level best to put his foot down on Capital.

Looks as if a "Come to China" movement was afoot.

Several lengths of dachshund were seen in Kowloon last night.

Drinks are certainly dear these days. That's apparently why the *Telegraph* prints the dollar-rate and lighting-up time under the same heading.

This television would be all right if it would only see us through bad times.

These reports about Hongkong experiencing difficulty in getting a chaplain remind us that Charlie seems a bit hard up.

There is a story about that several local parents, originally hailing from Aberdeen, took their children to the Chinese Fair instead of to the Pantomime.

This week's film sub-title—"She was as pure as snow, but she drifted."

Invitations are out for the Hannuul 'Unt Dinner of the Taiipo, Sheung Shui, Lam-Cheun and Lantau Stag and Boar 'Ounda.

This will be 'eld at the "Ong-kong Grips" when the guest of the hovening will be Mr. Dan Goodeunter. Dress: 'Undress, with spats.

The 'ounds will meet next morning hat six beside the 52nd milestone, members 'olding 'orses necks.

Newspaper Heading—"Unsafe China." This did not, however, refer to the bursting of McWhirter's hot-water bottle.

"The Sainted Devil." My sainted aunt?

From an overseas magazine, we notice that rats may be exterminated by placing "Rat Pie" near their haunts. What we want is something to exterminate the Blas Bay Pile Rats!

A stray bat from the belfry of a Shanghai paper—"China" owes much to bankers.

If ever Russia decides to fight we know where some nice clean roubles can be had for the asking.

There is no truth in the story that a local civil servant is about to retire in order that he may study and work.

References in the local press indicate that a note of optimism is seen in connection with business in general. We believe it would be still more prominent were there not so many other notes floating about.

Every day and in every way we get meeker and meeker.

According to a contemporary, Stoker Morris is to fight "A. B. Twin" to-night. Looks like taking on a couple at a time.

"Borodin's Outburst," says a newspaper heading. We'll take it as Red.

The *Telegraph*, the other day, claimed to have been founded in 5113. Well ahead of the times.

A London acrobat was accidentally left suspended in the air recently for two hours. That's nothing; it often happens to us on the telephone.

There is no truth in the rumour that, on account of the unsettled condition in China, the old established firm of Blas Bay, Pirates, Unlimited, intend transferring their Headquarters to Hongkong.

It's a bad habit to read whilst walking. The gentleman who collided with a tree opposite our office the other afternoon will probably say we live in 'Windom Street.

"A man who tries to make an honest living finds too much competition," stated a witness in a London police court recently. He should emigrate to Blas Bay.

The most difficult time to keep some Hongkong women in clothes will soon be here. The Bathing Season!

Langsner may be good at telepathy—but judging from messages received, some of these wireless operators are not so dusty.

It looks like either trust or bust. What father saves in ricksha fares is too often spent by the son on taxi-hire getting home at night.

If we get many more of these manifestoes from Hankow we shall begin to suspect that rabies is prevalent there.

When does a destroyer become a preserver? When it is sent to China.

After all he has done for the English-speaking nations, we fancy Mr. Hearst has his moments of depression after reading Mr. Eugene Chen's diatribes.

Perhaps the Shanghai earthquakes were caused by the shock produced when the Interport result became known.

Having in mind the excellence of his safe, maybe Mr. Chubb could be induced to put some of that machinery at the top Tram station under lock and key.

Or perhaps the intention is to make another Scott Memorial.

Another stray bat from the belfry of a modern and popular novelist—"The cloud that tried to stab their happiness was only a false rumour whose bitter taste could not splinter the radiance, dim the effervescence, or blacken the fever of their joy."

Talking of the Chinese propagandist in general, we believe that Ananias got his reputation during a time when competition was not as keen as it is to-day.

Boiled down, Bolshevism is a state of existence in which everyone eats and no-one cooks.

We have been unable to verify the rumour that Mr. Eugene Chen intends to proceed on Home leave this year.

The Canton Information Bureau ought to declare a lessestatorium.

The average Hongkong married man wouldn't mind his wife wearing shorter skirts if she'd only wear them a little longer.

One of China's mistakes seems to be in having rivers large enough to accommodate gunboats.

We suppose Peking will keep on haggling over Aglen.

Quite appropriate that a Waterboat Company should accumulate "liquid assets."

The well-known resident who dropped and smashed his newly-acquired incense bowl, must have been incensed.

According to the *Telegraph*, there was an exhibition boxing "heat" at the Queen's Theatre on Monday. One of the men did seem a bit at sea.

Appropriately enough, Mr. Baldwin ably handled the Hongkong-Shanghai situation at Happy Valley on Wednesday.

The principal issues in China, just now are the departing missionaries.



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## JAPAN'S MOURNING.

THE FUNERAL OF THE LATE  
EMPEROR.

The funeral of the late Emperor of Japan is to take place Monday and Tuesday next. At six o'clock on Monday evening the coffin will be taken from Tokio Palace to the Shinjuku Imperial Garden, where the service will be performed. The number attending the service will be about 8,000 in the ceremonial hall, and 8,000 outside including one representative each of the Japanese community abroad.

At 11 p.m. all present will pay homage. The coffin will be placed in a railway car, specially built for the occasion, and be removed to Higashi Asagawa Station, in the vicinity of Tokio, arriving there at 1.35 a.m. on the 8th. The new tomb is to be called Tamano Misazaki. National mourning will be for one year, but the hoisting of the flag at half mast will only be for the first 60 days.

### Local Arrangements.

The Japanese Consul General in Hongkong will be at his residence, No. 7A Conduit Road, from 2.30 to 3.30 p.m. on Monday, the 7th, to receive foreign visitors, official and private alike, who may care to pay their condolence and sympathy to Japan and the Japanese for the death of the late Emperor. No religious service will be performed.

From 4.30 to 5.30 p.m. Japanese residents will attend the Consul's residence to pay their last homage in the presence of the Imperial portrait. The pupils of the Japanese Grammar School will also observe the ceremony from 5.30 p.m.

At 6.00 p.m. all Japanese will assemble in the back-ground of the Consul's residence, where two minutes' silence will be observed.

At the Honganji Temple, the Buddhists will assemble at 9 o'clock the same evening for a religious service. The Consulate and school will be closed for two days, 7th and 8th.

## BRIBERY CHARGE.

ALLEGATIONS AGAINST A  
FORESTRY SERVANT.

Serious allegations were made against a Chinese employee of the Forestry Department at the Central Magistracy yesterday when the man was charged with accepting a bribe. The complainant in the case, a stall holder in Mercer Street, said he decided to deal in flowers owing to the approach of Chinese New Year and got a supply from Canton.

On January 26 five men came up to his stall, and he recognized defendant as one of them. Complainant was asked where the flower shrubs came from and he told the men he had got them from Canton. When they asked for his permit he said that he had no permit, but had paid the Customs' duty on the shrubs when he brought them from Canton.

The man told him that he could be arrested and that the flowers could be seized. Eventually complainant accompanied them to the Police Station. On the way defendant said the flowers would be seized and the complainant might be fined \$250. He would consider the matter closed, however, if he received ten dollars. After some argument complainant promised to pay him six, and when he went to get it a friend suggested he should notify the police.

Questioned by Mr. D. McCallum who appeared for the defence witness said he paid \$5 duty on the flowers he brought down from Canton. It was also explained that no permit was required for their sale, but Forestry Department inspectors were instructed to look out for cases where the shrubs grown in Hongkong were on sale. That was an offence.

The case was adjourned until next Tuesday.

## CHINA CRISIS.

MALIGN INFLUENCE.

London, Feb. 4.

Speeches on the Chinese situation were made last night by several members of the Government and other statesmen.

The First Lord of the Admiralty Mr. Bridgeman, commented on Mr. Chen's continuance of negotiations, knowing that Britain was preparing to defend Shanghai, and then suddenly suspending them because of what was called the aggressive nature of the military preparations. Some malign influence was obviously at work to check those negotiations.

The President of the Board of Trade, Sir Philip Cunliffe Liston, said Britain's policy had been made clear to the world and she had stated plainly that she was prepared to negotiate frankly and generously on those issues. Despite the difficulties created by the disunion of the contending forces, an effort had been made to conduct the negotiations as far as possible without prejudicing the ultimate unity of the Chinese public. Even more had been done. "We had declared willingness by unilateral action to vary and reform British Concessions and Treaty rights. If we are to proceed in this frank and generous spirit we have a right to be met in the same spirit and with the same good faith. We must know we are dealing with authorities who have the will and the power to implement their undertakings. And it is our bounden duty to protect the lives of British subjects. No man in his senses believes that we have ever dreamt of attacking China. Our one interest is peace."

### Travesty of Facts.

The Colonial Secretary, Mr. Amery, said the idea that Britain was using her power in China oppressively was a grotesque travesty of the facts. Shanghai was formerly a piece of muddy foreshore, and there the British had built up one of the largest shipping and industrial centres in the world, diffusing its trade, enlightenment and ideas of progress throughout China. It had been of immense benefit to the Chinese, and to it their awakening was due.

After discussing the broader questions of British policy Mr. Amery referred to the necessity of providing a minimum of security for the British at Shanghai. British troops would go out in peace and he believed would return without firing a shot in anger; but would nevertheless serve their purpose in ensuring the safety of a great British community.

Mr. J. H. Thomas said that to attempt to make party capital out of a position so full of serious potentialities would be unstatesman-like and impracticable, and he still hoped that the Hankow agreement on which the negotiations for some obscure reason were broken off, would immediately be signed.—British Wireless.

### Foreign Opinion.

London, Feb. 4.

Growing approval is expressed in other Eastern countries of the attitude adopted by Great Britain toward the Chinese crisis. Britain's patient disregard of irritating minor incidents in pursuit of her broader aims is praised and it is being increasingly recognised that the steps taken for the protection of lives and persons of British nationals in Shanghai are justified.

In the Foreign Commission of the French Chamber yesterday the official spokesman for the Government said that Britain had been the first country to understand that to wait for unification of China before trying to negotiate was impossible. He added that it was impossible for Britain to leave

## COTTON CONFERENCE.

EXCESSIVE HUMIDITY TO BE  
REDUCED.

Alexandria, Feb. 4.

The cotton conference has discussed the mixing of excessive humidity with Egyptian cotton and exporters have promised more careful examination for foreign bodies in bales. It asked for the final adoption of a maximum percentage of humidity but it was questioned whether the Swiss figure of 8½ per cent promised control.

A testing office will be created in Alexandria within a year to investigate complaints and fine offenders adding excess water. It is generally agreed that the improvement of Egyptian cotton to past standards is imperative without increased cost.—Reuter.

## OBITUARY.

FORMER ATTORNEY GENERAL  
OF STRAITS SETTLEMENTS

Singapore, Feb. 4.

The death is announced of Sir Thomas Braddell, former Attorney General of the Straits Settlements.

Sir Thomas de Multon Lee Braddell was Chief Judicial Commissioner to the Federated Malay States and retired in 1917. He was born in November 1856. He was educated at Oxford and called to the Bar in 1879. He proceeded to the Straits Settlements where he practiced his profession from 1897 to 1908. In 1907 he was appointed Puisne Judge and in 1911 Attorney General.

## THE SINGAPORE BASE.

GOVERNMENT ACQUIRES  
MORE LAND.

Singapore, Feb. 4.

The Straits Government has acquired 350 acres of land at the north east corner of Singapore Island in connection with the defence of the eastern approach to the naval base.—Reuter.

her commercial interests in China defenceless.

Paris newspapers support this view and Oeuvre, which is the organ of the Left, strongly approves the British action and declares that England is perfectly right in taking measures of protection for British subjects at Shanghai.

The Italian Government is expected to take the same line in the Memorandum which the newspapers state will shortly be published. Meanwhile the Italian press accepts the necessity of Britain despatching forces to China, charged with the limited duty of protecting life and urges that the Italian naval forces in Chinese waters should be augmented.

American naval and marine forces are standing by at Guam, and the Philippines in readiness for any emergency.—British Wireless.

### The Hankow Negotiations.

Peking, Feb. 4.

British circles state that it is incorrect to speak of the negotiations at Hankow being broken off. They declare that they are only suspended.

Engine Chen is expected to make further and more concrete proposals.—Reuter.

## For Baby when Teething



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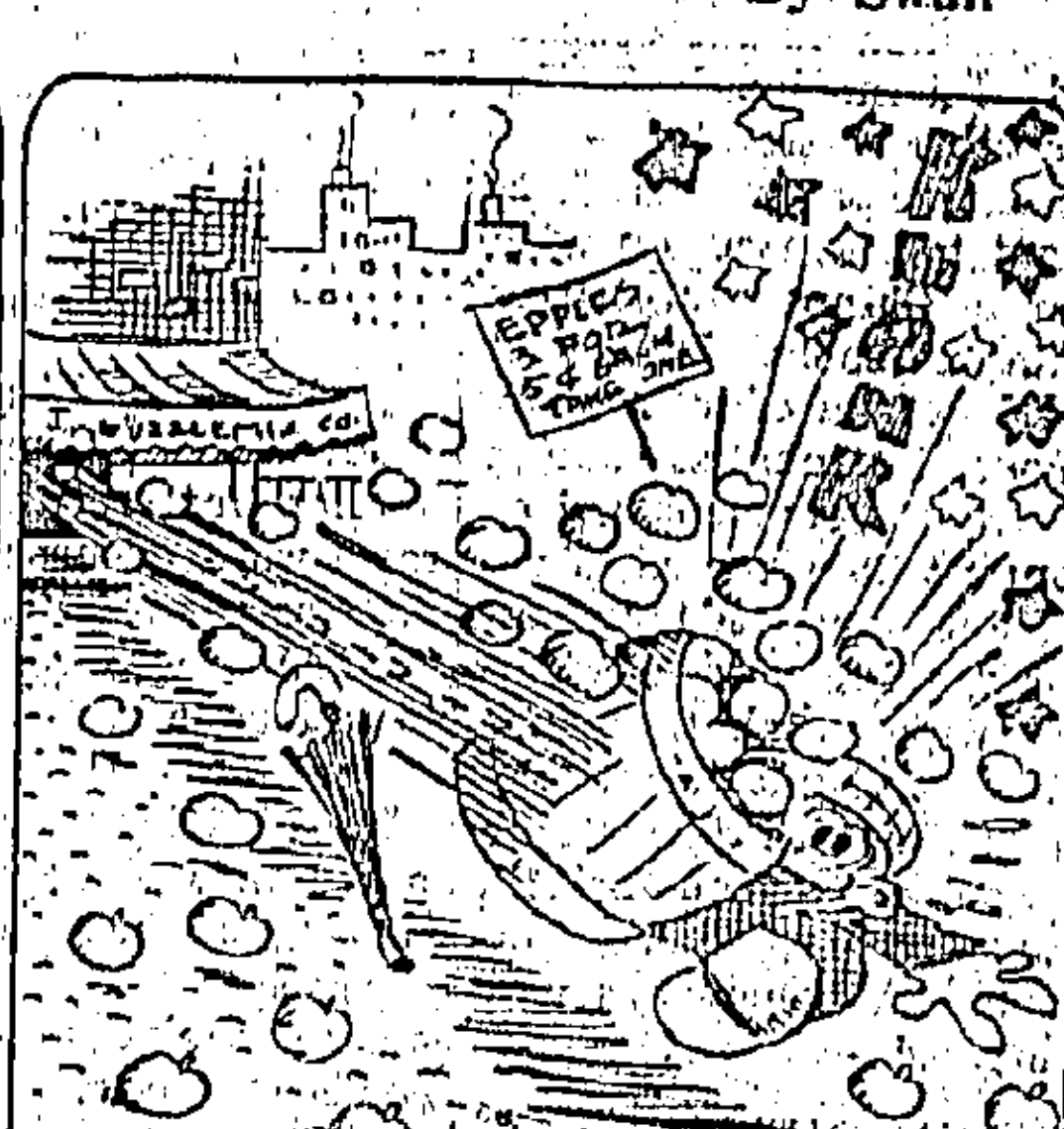
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## SALESMAN SAM



Apple Sales

By Swan





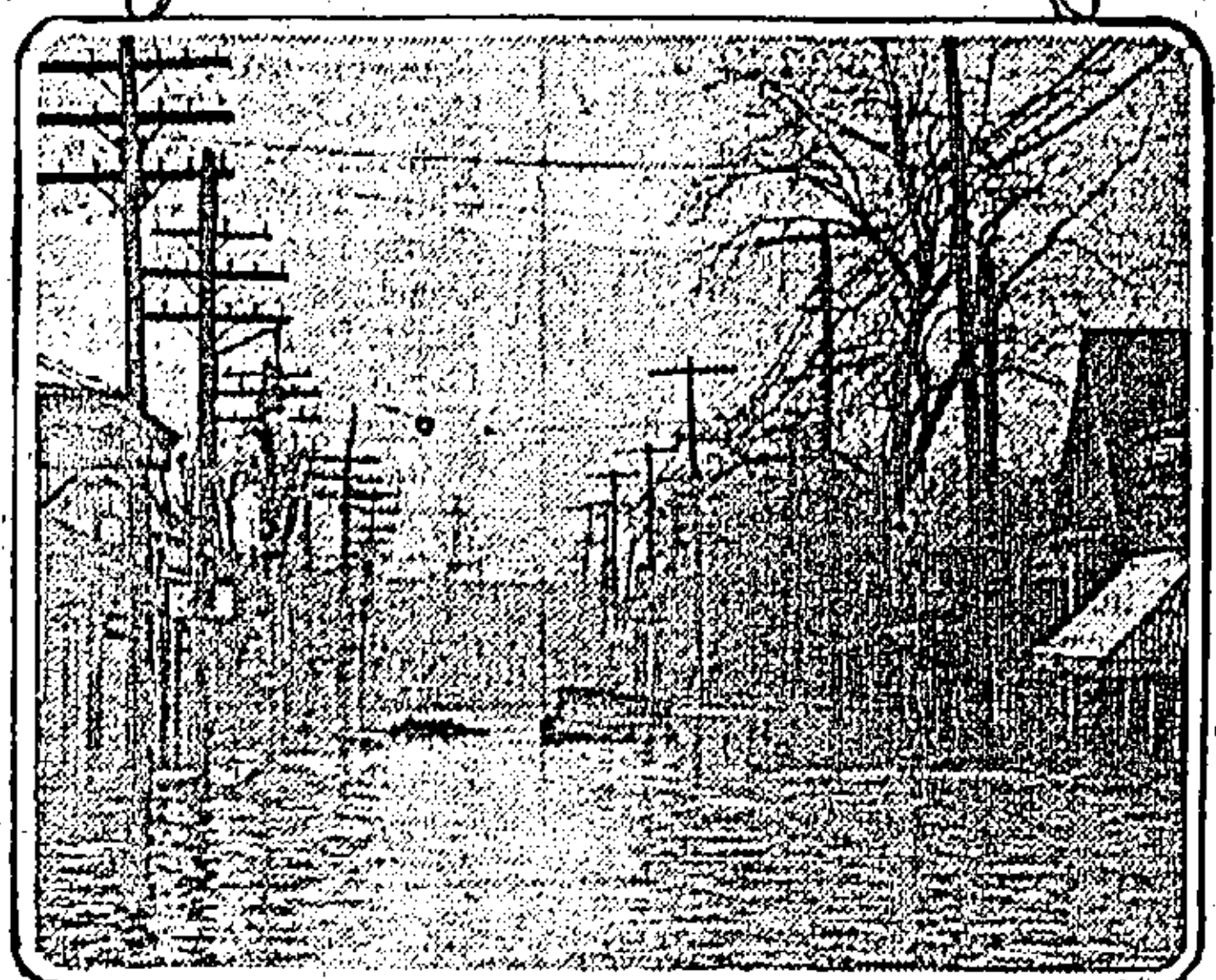
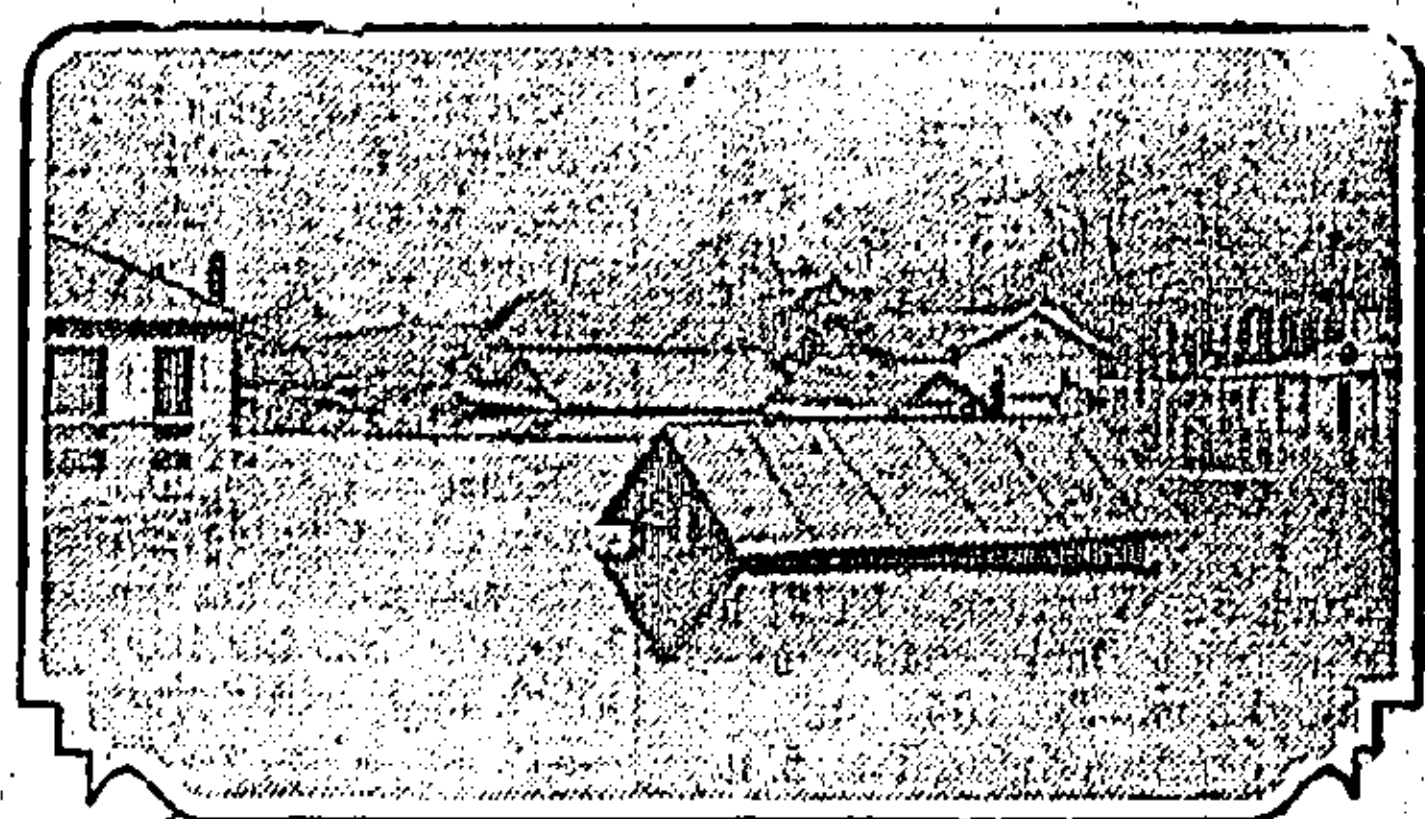
NEW ARRIVAL.—This llama lamb, born recently at the London Zoological Gardens, is 1st black.



SHINTO SHRINE.—Simplicity is the keynote.



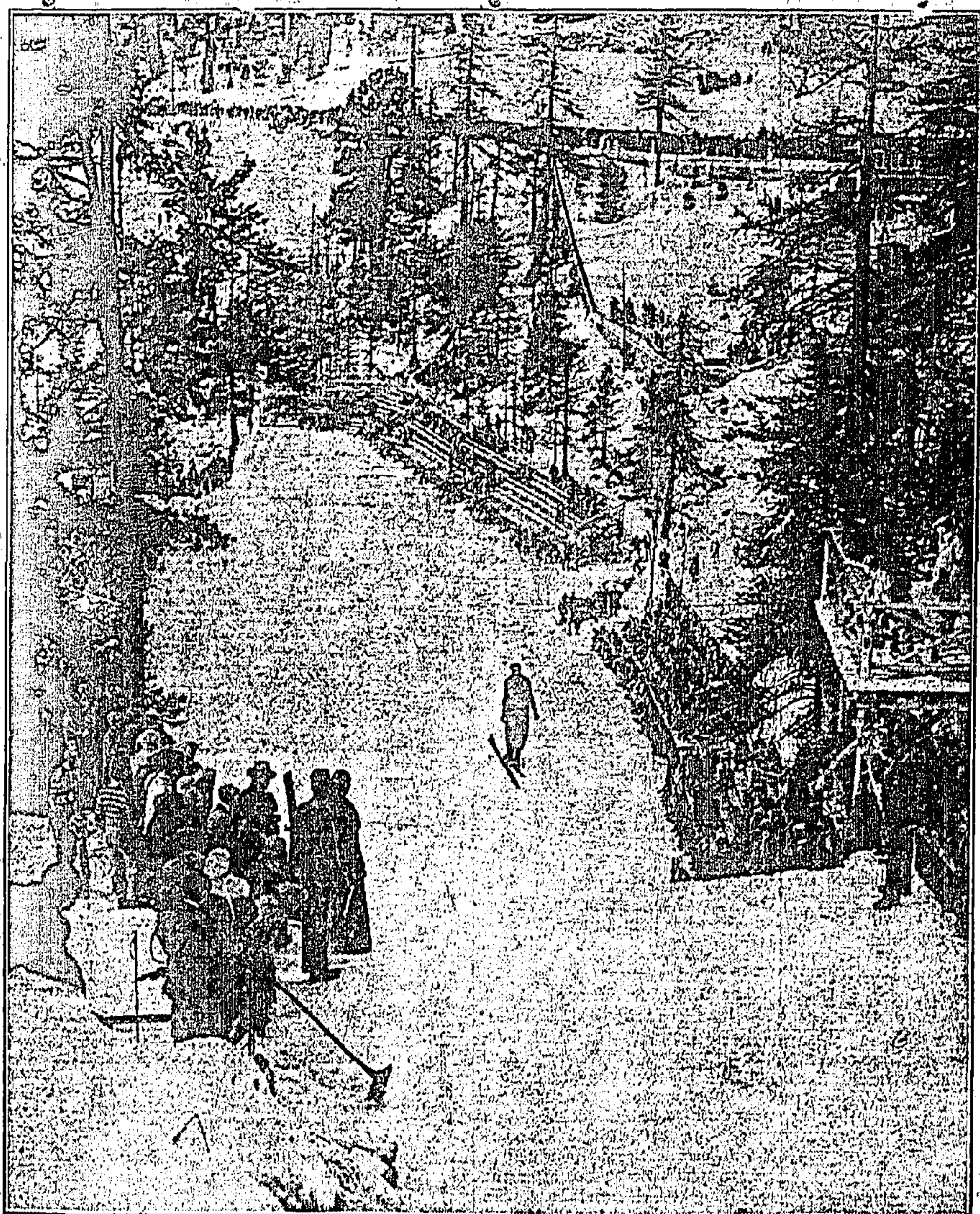
FOR MANILA?—Harold M. Pitt, of Oakland, who is mentioned as possible successor to Governor General Leonard Wood of the Philippines.



AMERICAN FLOODS.—Thousands of people were made homeless by the flooding of the Tennessee and Cumberland rivers. Here are photographs from two flooded areas.



SHANGHAI WEDDING.—Group taken after the wedding at Shanghai of Mr. Percy Edmund Longdon, and Miss Margaret Muir Ramsay.



WINTER SPORTS.—Snowfalls have enabled the Swiss winter sports season to open in earnest. The scene at the Julier Leap at St. Moritz.



DIVORCED.—Prince Eitel Friedrich, son of the former German Kaiser, is shown here in the magnificent robes of the grand master of the aristocratic order of St. John. He has been divorced by his wife.

## Fancy Half Hose



Men who appreciate smartness as well as reliability in sock wear, will find great satisfaction in the splendid assortment we are now showing. The designs are exceptionally good and the fine quality ensures durability and hard wear.

Our new stocks include the latest plain colours and check designs.

## MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS  
Alexandra Building. Des Voeux Road.

## DON'T NEGLECT THAT COLD!

Try a bottle of our special—

## COUGH LINCTUS

Gives immediate relief.  
Prepared only by

## THE COLONIAL DISPENSARY

14, Queen's Road, Central. Tel. C. 1788.

## QUINCIN

The RAPID Cure for "COLD IN THE HEAD"  
INFLUENZA, CATARRH Etc.

Sudden changes in the weather render us extremely liable to the contraction of Colds through chills, but the prompt action of QUINCIN very effectively breaks up the incipient cold and thus wards off more serious complaints. Keep a bottle handy for an occasional dose helps you to resist the germs of COLDS, CATARRH INFLUENZA, HAY FEVER, and other infectious diseases.

## THE PHARMACY (Fletcher & Co., Ltd.)

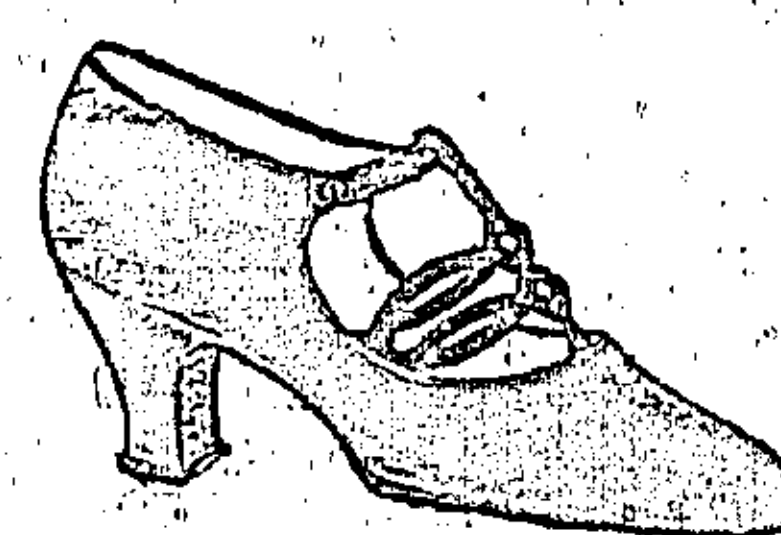
ASIATIC BUILDING. 22, Queen's Road Central. Telephone 345.

## ROYAL & CO.

The Leading Shoemakers  
Established 15 Years.  
All styles made to order.  
Dancing Shoes a Speciality.

New Leathers Just Arrived  
Shoes re-covered in all colours, fabrics and leathers

No. 1, D'Aguilar Street,



Telephone C. 3237

## "PEONY" EVAPORATED MILK

As Good As The Best.

Ask for it at your dealer's.

## WHITEAWAYS

After Stocktaking Sale  
SPECIAL

BLUE TICKET BARGAINS

12 ONLY

COLLAPSIBLE MEAT SAFES

Clean and Sanitary

Usual Prices \$13.75 to \$22.50

BLUE TICKET PRICES \$5.00 to \$10.50

Hundreds of Others.

COME EARLY. BEST BARGAINS GO FIRST.

WHITEAWAY, LAIDLAW & CO., LTD.  
HONGKONG.



## The Hongkong Telegraph.

1-3 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. \$86.00

Outposts..... 43.20

Foreign Countries..... 50.40

For advertising rates apply to the Manager.

Cable Address.

"TELEGRAPH" HONGKONG.

CODES:—A. B. G. 5th Edition

Bentley, Western Union.

Telephone C. No. 1.

## Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 118, 139, 161.

### TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

### FOR SALE.

FOR SALE.—Singer 10/26 H.P. four seater 1926 Model. Condition as new. Owner left Colony. Complete with cushion covers \$1700. Apply Box No. 165, "Hongkong Telegraph."

### PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—European House, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. C4926.

TO LET.—Furnished February, 1927, a good four roomed house with bedroom and servants' quarters. Modern conveniences. Apply 5, Observatory Villas Observatory Road, Kowloon.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

FLATS, three, four and five roomed, modern bathroom, flush, etc. Also one two roomed and one three roomed bungalow on way to Repulse Bay and Fanling respectively for rent or sale on easy terms. Small Investors Tel. C4690.

TO LET.—At moderate rental, Two semi-detached houses on inland Lot 2425, Hatten Road, Each comprises a basement and two floors above and contains Dining and Drawing Rooms, Three Bed rooms and two Bath rooms; The Basement contains Garage, Kitchen and two Servants' rooms. Flushed Drainage provided. Apply Li Tse Fong, Bank of East Asia.

Before You Advertise  
DISCOVER WHICH  
NEWSPAPER  
Your Friends Read

## NEW ADVERTISEMENTS.

### ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

School will reopen on February 19th. Entrance Examination for New Students on Friday, February 18th, at 9.30 a.m. For Prospects for Boarders and Day boys, apply—

ST. STEPHEN'S COLLEGE, Prospect Place.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Union Insurance Society of Canton, Limited will be held at the Registered Office of the Society, Union Building, Pedder Street, Victoria in the Colony of Hongkong, on Tuesday, the 15th day of February, 1927, at 12 o'clock noon when the subjoined Resolution will be proposed.

(1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Society shall be held in 'Hongkong or in such other place outside the United Kingdom as the Directors may from time to time determine'."

(2) That in Article 89 in the first line thereof between the word "Society" and the word "shall," the following words shall be inserted: "from which the business of the Society shall be managed, conducted and controlled."

(3) That between Articles 108, and 109, the following new Article be inserted:—

Place of Directors' Meetings. 108 (a). "All meetings of Directors shall be held 'in Hongkong or in such other place outside the United Kingdom as the Directors may from time to time determine'."

(4) That in Article 122 (b) in the third and fourth lines thereof the words "both in Hongkong and" be deleted and in Article 122 (d) in the fourth line thereof between the word "purposes" and the word "and," the following words be inserted: "outside the Colony of Hongkong."

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.

By Order of the Board,

PAUL LAUDER,

General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of British Traders' Insurance Company, Limited, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria in the Colony of Hongkong, on Tuesday, the 15th day of February, 1927, at 12.15 p.m., when the subjoined Resolution will be proposed.

(1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Society shall be held in 'Hongkong or in such other place outside the United Kingdom as the Directors may from time to time determine'."

(2) That Article 80 be deleted and in lieu thereof the following Article be substituted:—

"Votes of Members."

80. "On a show of hands 'every member present shall have one vote, and upon a poll 'every member present 'in person or by proxy shall have one vote for every share held 'by him. No member

### THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, February 24th, 1927, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1926.

THE TRANSFER BOOKS of the Company will be CLOSED from Monday, February 14th, 1927, to Thursday, February 24th, 1927, BOTH DAYS INCLUSIVE.

By Order

of the Board of Directors,

F. H. CHAPPELL,

Acting Secretary.

Hongkong, February 6th, 1927.

"not personally present shall be entitled to 'vote on a show of hands, unless such 'member is a corporation present by a 'proxy or a company 'present by a representative duly authorised 'by Section 69 of Ordinance No. 58 of '1911, in which case 'such proxy or representative may vote on 'the show of hands as 'if he were a member."

(3) That in Article 89 in the first line thereof between the word "company" and the word "shall," the following words shall be inserted: "from which the business of the company shall be managed, conducted and controlled."

(4) That between Articles 108 and 109, the following new Article be inserted:—

Place of Directors' Meetings. 108 (a). "All meetings of Directors shall be held 'in Hongkong or in 'such other place outside the United Kingdom as the Directors may from time to time determine'."

(5) That in Article 122 (b) in the third and fourth lines thereof the words "both in Hongkong and" be deleted and in Article 122 (d) in the fourth line thereof between the word "purposes" and the word "and," the following words be inserted: "outside the Colony of Hongkong."

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.

By Order of the Board,

PAUL LAUDER,

General Manager.

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The China Fire Insurance Company, Limited, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria in the Colony of Hongkong, on Tuesday, the 15th day of February, 1927, at 12.30 p.m., when the subjoined Resolution will be proposed.

(1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Society shall be held in 'Hongkong or in such other place outside the United Kingdom as the Directors may from time to time determine'."

(2) That Article 80 be deleted and in lieu thereof the following Article be substituted:—

"Votes of Members."

80. "On a show of hands 'every member present 'in person shall have one vote, and upon a poll 'every member present 'in person or by proxy shall have one vote for every share held 'by him. No member

## CHURCH NOTICES.

ACHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Spirit." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon; Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

Wesleyan Methodist Church, Queen's Road, East, Wanchai (near Royal Naval Hospital). Sunday, February 6th, 1927. Services at 10.15 a.m. and 6 p.m. Preacher at both services: Rev. J. C. Knight Anstey. Subject: Morning, "Sampson and Delilah," Evening, "Is it worth it." Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Chaplain's Meeting and Social Hour at 8.15 p.m.

St. John's Cathedral, Hongkong, February 6th, 1927, 5th Sunday, After the Epiphany. Holy Communion (8 a.m.), Children's Service (10 a.m.), Matins (11 a.m.). Preacher: Rev. T. C. Ibbotson. Holy Communion (12 noon), Evening (6 p.m.). Preacher: Rev. H. Copley Moyle. A Social gathering will be held in the Cathedral Hall, after Evensong. A cordial welcome to all Service Men and Others. Music, Light Refreshments.

St. Andrew's Church, Nathan Road, Kowloon. Thank offering Sunday, 8.15 a.m. Holy Communion; 10 a.m. Confirmation Class; 10 a.m. Young People's Service; 11 a.m. Morning Prayer and Sermon. Preacher: Rev. W. W. Rogers. 2.45 p.m. Sunday School; 3 p.m. Bible Classes; 6 p.m. Special Service. Preacher: The Vicar. Anthem:—"Blessed are they that dwell in Thy House."

ST. ANDREW'S CHURCH,

Kowloon.

Thank Offering Sunday,

SPECIAL SERVICES.

To-morrow at 11 a.m. and 6 p.m.

Anthem "Blessed are they that dwell in Thy House."

"not personally present shall be entitled to 'vote on a show of hands, unless such 'member is a corporation present by a 'proxy or a company 'present by a representative duly authorised 'by Section 69 of Ordinance No. 58 of '1911, in which case 'such proxy or representative may vote on 'the show of hands as 'if he were a member."

(4) That between Article 103 and 109, the following new Article be inserted:—

Place of Directors' Meetings. 103 (a). "All meetings of Directors shall be held 'in Hongkong or in 'such other place outside the United Kingdom as the Directors may from time to time determine'."

(5) That in Article 122 (b) in the third and fourth lines thereof the words "both in Hongkong and" be deleted and in Article 122 (d) in the fourth line thereof between the word "purposes" and the word "and," the following words be inserted: "outside the Colony of Hongkong."

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.

By Order of the Board,

JOHN ARNOLD,

Secretary.

THE HONGKONG CANTON &amp; MACAO STEAMBOAT CO., LTD.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 44, Des Voeux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon for the purpose of receiving a report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from WEDNESDAY, 9th FEBRUARY, 1927, both days inclusive, during which period No Transfer of Shares can be registered.

By Order, of the Board of Directors,

JOHN ARNOLD,

Secretary.

The first sod of the North South Australian Railway extension from Oodnadatta northward was turned on January 21 by Dr. Page, the Acting Prime Minister of Australia. The first 21 miles will be built by departmental labour and the rest of the section to connect with the line from Darwin by contract.

## CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

BLIND HOME.

Kowloon City Road

KOWLOON.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc. Daintily Dressed Dolls \$2.50 each. Ladies' Own Wool or Silk, knitted to Order 30 cents to \$1.00 per oz.

K. BESWICK,

Superintendent,

20 Minutes from Star Ferry

by No. 8 Bus.

Telephone: K101.

HONGKONG BOXING ASSOCIATION.

Fifth Tournament

of the Season.

SATURDAY, 5th February

at 9.15 p.m.

at the

THEATRE ROYAL.

Main Events.

15 Round Contest for Middleweight

Championship of the Colony.

A. B. Ewin (H.M.S. "Hermes") v.

Stoker Herman Morris (H.M.S. "Hermes").

Also

10 Round Lightweight Contest.

L. S. Hall (H.M.S. "Titania") v.

Stoker Percy Lake (H.M.S. "Durban").

And

Four Other Contests.

Booking at Moultres.—Members:

1st February. General Public:

4th and 5th.

USUAL PRICES.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that

the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS in this COMPANY will

be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 12th February, 1927, at 11 a.m.

for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1926.

The TRANSFER BOOKS of the Company will be closed from the 5th February to the 14th February (both days inclusive), during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS

AND SON,

General Managers.

Hongkong, 29th Jan., 1927.

THE HONGKONG CANTON &amp; MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 44, Des Voeux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon for the purpose of receiving a report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from WEDNESDAY, 9th FEBRUARY, 1927, both days inclusive, during which period No Transfer of Shares can be registered.

By Order, of the Board of Directors,

JOHN ARNOLD,

Secretary.

The first sod of the North South Australian Railway extension from Oodnadatta northward was turned on January 21 by Dr. Page, the Acting Prime Minister of Australia. The first 21 miles will be built by departmental labour and the rest of the section to connect with the line from Darwin by contract.

The Diet of the State of Anhalt has ratified a property agreement concluded between the State Government and the former ducal house. Under this agreement a number of castles as well as valuable pictures and other objects of art become the property of the State, which in return undertakes to look after the surviving officials and employees of the former ducal household.

## SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1.105 n.

Chartered Bank, \$21 n.

Mercantile A. &amp; B., \$32 n.

Mercantile C., \$13 n.

P. and O., \$9 n.

East Asia, \$84 n.

Marine Ins.

Canton Ins., \$655 b.

China Underwriters, \$1.25 s.

North China, \$145 n.

Union Ins., \$284 b.

Yankee Ins., \$43 n.

Fire Ins.

China Fires, \$200 b.

Hongkong Fire, \$615 b.

Shipping.

Douglases, \$30 b.

Steamboats, \$23 s.

Tugs, \$1.10 n.

Indo-Chinas, (Prof.) \$30 n.

Shell Trans., \$9 n.

Star Ferries, \$54 X. Div. b.

Waterboats, \$13 X. Div.

Refineries.

China Sugars, \$22 s.

Malabons, \$34 sa.

Mining.

Benguet, \$1.30 n.

Kailans, \$8 n.

Langkats, \$1.25 n.

Shai Exploration, \$14.50 n.

Shanghai Loans, \$18.00 n.

Baubs, \$4 n.

Tronohs, \$21 n.

Ural Caspian, \$8 n.

Docks, etc.

Kowloon Wharves, \$112 b.

Whampoa Docks, \$40 s.

Hongkows, \$165 n.

New Engineerings, \$15 n.

Shanghai Docks, \$101 b.

Lands, Hotels, etc.

H. and S. Hotels, \$7.10 b.

H.K. Lands, \$57 b.

Realty, \$6 n.

Territorials, \$2 n.

Humphreys, \$14 s.

Princes Bldgs, \$39 n.

Rural Lands, \$14 n.

Cottons.

Ewos Cottons, \$15.9 s.

Orientals, \$12.21 n.

Shai Cottons, \$15.54 n.

Buses, Trams.

China Buses, \$15.9 s.

Tramways, \$22 b.

Peak Trams, (old) \$15 b.

Spore Traction, \$13 s.

Taxis, \$1 s.

## TABBY CATS.

WHY THEY ARE SO CALLED.

It is popularly supposed that the term "old tabby" is, or used to be, given to old ladies because of their fondness for tabby cats.

Not a bit of it! Nor would it be right to say that cats were called "tabby" because of the ladies who owned them.

The reason lies far away down the road of history and takes us to the time of Haroun el Raschid and Richard the Lion-heart.

From time immemorial galleys have brought



FREE 10-day test. Send the coupon

## Cloudy teeth— dull teeth

How to make them whiter—quickly

The new way world's dental authorities advise. What to do

THOSE whiter teeth that you envy. Don't think they are beyond you. You can now lighten dull and dingy teeth—make them gleam and glisten.

Modern science has discovered a new way. A method different in formula, action and effect from any you have ever used. This offers you a test. Simply use the coupon; it brings free a 10-day tube.

Look for film on your teeth—that's the cause. How to combat it.

Look at your teeth. If dull, cloudy, run your tongue across them. You will feel a film. That's the cause of the trouble. You must fight it.

Film is that viscous coat which you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth. It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with tartar, are the chief cause of pyorrhea. So dingy teeth mean more than loss of good appearance. They may indicate danger, grave danger to your teeth.

New methods now that mean greater tooth beauty plus better protection from tooth troubles

Ordinary tooth pastes were unable to cope adequately with that film. Not one could effectively combat it. Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

### Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grit.

Now modern dental science has found new combatants. Their action is to curdle film and then harmlessly remove it. They are embodied in a new-type tooth paste called Pepsodent—a scientific method that is changing the tooth cleaning habits of some 50 different nations.

Don't you think it worth while to try it for 10 days; then to note results yourself?

Send coupon for free 10-day test

Make the test today. Clip the coupon for a free 10-day tube. Or get a full-size tube of your druggist. Why follow old methods, when world's dental authorities urge a better way?

**Pepsodent**

The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over! You will see and feel immediate results.

## 10-Day Tube Free

THE PEPSODENT COMPANY,  
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.  
Mail 10-Day Tube of Pepsodent to

Name.....

Address.....

Give full address. Write plainly. Only one tube to a family.

## DEATH DUTIES

Avoid difficulty and delay to your dependents after your death by effecting a special

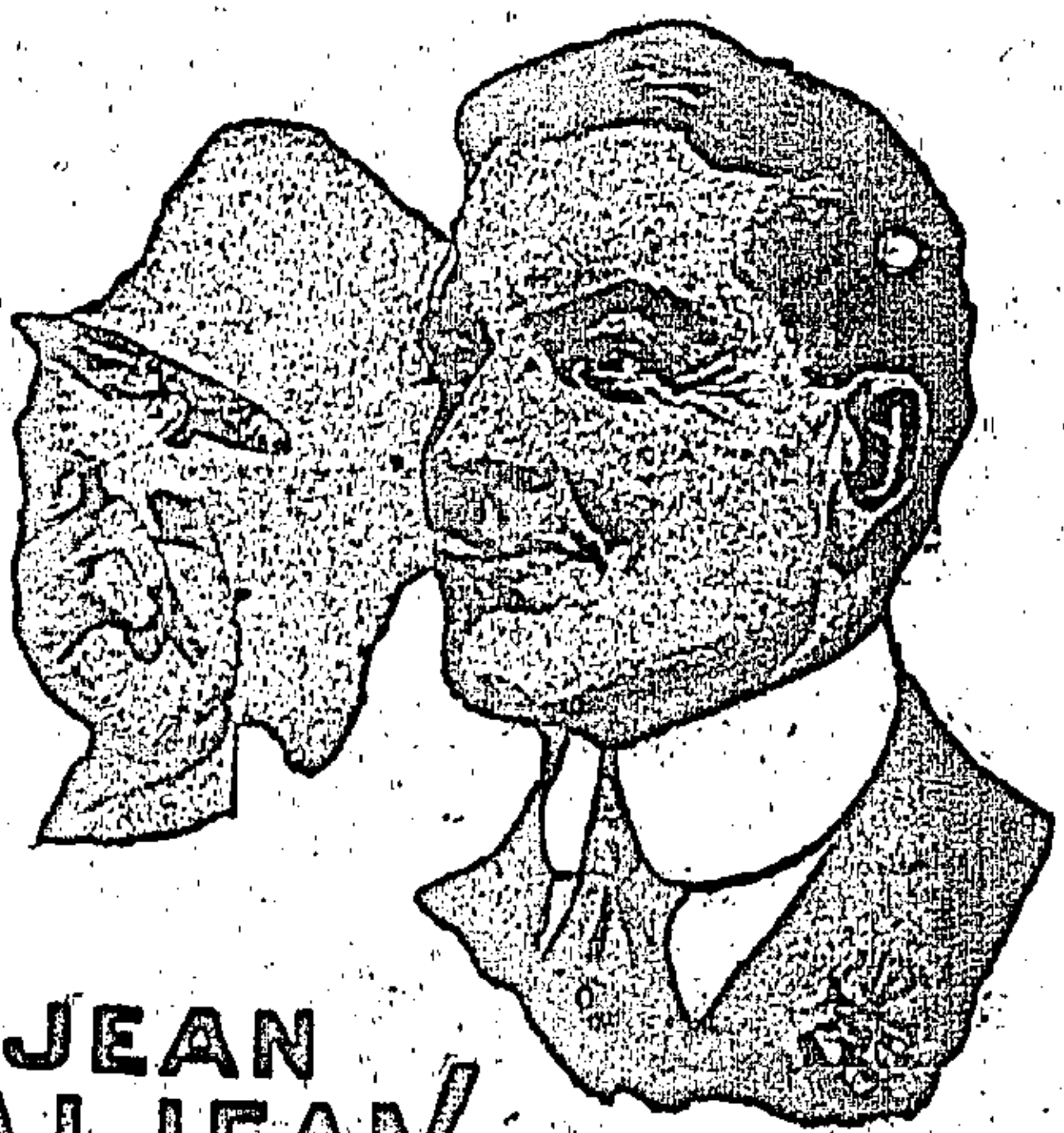
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## CHINA UNDERWRITERS, LTD.

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St. George's Building, Hongkong. Central Tel. 112-12



**JEAN VALJEAN**  
"Truly a Cigar"

**TABAQUERIA FILIPINA**  
LEADING TOBACCONISTS IN THE FAR EAST

## JOHN PEEL.

RAN HIS HOUNDS ON £40  
A YEAR.

A new book has just been published entitled "John Peel: Famous in Sport and Song."

To those who know merely the song and the tune John Peel is a legendary figure, a type of the rollicking hunting squire of a past age. It may safely be said that all that is known of John Peel is contained in this book by Hugh Macdonald, and in all it does not amount to much.

He was born in 1776 near Caldbeck, in the Cumberland fells, and hunted what is now, roughly, the Blenheim Hunt country from the age of 22, when he collected his first pack, until his death in 1854.

"Two days a week was Peel out, his favourite meets being Skiddaw, Isell, and Messenger Mire. . . . Having a broad forehead and curly hair, he allowed the latter to grow in ringlets of some length. He wore corduroy knee-trousers and ankle jacks, and a very strong tall silk hat, which got pretty well battered with the gales and rough work of the hunting field. "Dunny," his horse, is said to have come out of the pot cart of a hawker, and used to follow him like a dog whenever the rough country made it impossible to ride."

Though according to Surtees "huntin' and drinkin' are two men's work," Peel contrived to combine the two in his tall and vigorous frame. From all accounts it was a rare thing for him to be sober, even in the hunting field.

His hounds cost him about £40 a year to run, and no doubt his farm suffered as the hounds prospered. As his hounds were dispersed after his death and sold to other packs, some of the strain may still survive. He was merciless towards failure.

After a death he would ruminato the hunt, and if a hound had done wrong he used to dismount silently on morning an old very deep complaint and say, "Here, Shift." The poor fend thing would come and eringe, when he would fix it by the neck and fling it down, and run away with his hand and whip at his ears, saying, "Lard n' mercy."

The famous song was put together by Peel and John Woodcock Graves, all eccentric sportsman, and sung to an old Scottish tune, "Cannie Annie." The present tune, an adaptation of the earlier, was the work of William Metcalfe, for many years a lay clerk at Carlisle Cathedral.

## BRITISH GOLF IN 1926.

A LEAN YEAR LEAVES ITS  
MARK.

From the professional point of view, says a writer in the London Observer the year now at an end has been no more encouraging than any of the post-war period. For the fifth time in six years the British Open Championship, the blue riband of the golfing world, has been taken from us, on this occasion by an American amateur.

What Britain is sadly in need of is a host of new players, young men of promise who will worthily fill the places of those who are slowly, but surely, losing ground. But the trouble is that there is scarcely one to be found. A potential champion is as much a rarity as a white raven, and if, and when, he does make an appearance he is sure to be whisked off to America, firstly, to become naturalised, and, secondly, to bite the hand that fed him. Has not this been so with Hutchison, Barnes, Macdonald Smith, and a good many others?

The outstanding British player, if such a description can be properly applied, is Aubrey Boomer. At any rate, he has captured the lion's share of the prize money by winning the Professional Golfers' £1,250 tournament at St. Andrews, the one thousand guineas competition at Gleneagles, and the French Open Championship, which carries with it a vast number of francs. Boomer, however, rather spoiled his reputation in the championship at St. Anne, where he fell under the guillotine after playing two rounds. In the Match-Play championship again he failed to qualify, and so he wound up the season rather weakly. Like so many British golfers he proved himself a somewhat unreliable and inconsistent player. Boomer's average for 18 rounds of first-class golf works out at practically 75 per round.

### Mitchell First in Average.

This is not the best by any means, Mitchell coming first with an average of a fraction over 73½ for fourteen rounds. Mitchell was the first British professional in the Open championship, with an average for the six rounds, including the qualifying, of 74.

Next on the list of British players is Robson, of Cooden Beach, with an average of 74½ for sixteen rounds. But he can lay claim to no success other than taking leading place in the qualifying round for the match-play championship with a round of 69. Gadd is third with an average of 74 2/3 for twenty-two rounds, his only success being the winning of the Northern championship at Formby, where two naturalised Americans—Barnes and Kirkwood—were properly disqualified for turning up late on the last day. Following Boomer, already mentioned, comes T. Williamson, of Notts, who occupies fifth place with an average of 76.1. Then appears an entirely new name in the list of averages—W. H. Davies, of Prenton, Cheshire, who is placed sixth with 75 3-16. Davies is a neat and capable player, lacking the flair for the big occasion.

### Duncan's Theories.

Duncan comes seventh on the list with an average of just over 75. On two important occasions he failed to qualify, and altogether his golf has been very disjointed and very disappointing. Duncan, because of his theoretical experiments, pursues the shadow and misses the substance.

Duncan has not commenced his tour in the States in a blaze of glory. In his first effort at Sacramento, California, his score of 810 for 72 holes was as many as twenty-three strokes behind the winner, J. Turnesa, of Chicago. However, Duncan's chief mission is to avenge Mitchell's defeat at the hands of Hagen, who is prepared to engage in a contest provided someone else finds the money. Hagen's declaration that he "is not a betting man" does not quite square with the facts, for it is no secret that he backed himself to win a large sum of money in the championship at Hoylake. Hagen won, but was never paid, his dealings being with a firm that had no real existence. Failing Hagen, Duncan is prepared to take on anybody. Whatever else may be thought, his pluck is certainly not in question.

of great power in order to be able to see a person or a scene which is thousands of miles distant from the point where we are looking into the receiving screen."

## MIRACLE RAY.

SCIENTISTS TEST THE  
TELEVISOR.

"Seeing in the dark" demonstrations were given recently to about 40 members of the Royal Institution by Mr. John L. Baird, inventor of the Baird Televisor, at his laboratory in Upper St. Martin's-lane, W. C.

The first account of this wonderful discovery was given in The Daily Mail on December 16, and the facts were made known only after two members of the Daily Mail staff had tested the "televisor" and seen for themselves a distant person in the dark illuminated by a ray invisible to the human eye.

Mr. Baird explained how he had been concentrating upon reducing the brilliance of the lighting required in television, and how, by isolating rays outside the visible spectrum, it had become possible by the electric eye of the "televisor" to see a person sitting some distance away in total darkness.

In parties of half a dozen the members of the Royal Institution yesterday took their places in the dark before the transmitting screen, while others, also in complete darkness, stationed themselves in the receiving room. Those at the transmitting end were then illuminated by the unseen rays, and perfectly recognizable heads and shoulders of them appeared on the screen in the receiving room.

The impression conveyed by the demonstration was voiced by Mr. W. Lucas, who has been working upon the problems of television for many years. "It is an amazing development," he said, "and one with possibilities almost illimitable."

Mr. Baird afterwards discussed on broad lines some of the coming developments of television.

"So far we are seeing over comparatively short distances," he said, "but it has now become simply a question of certain technical improvements and the application

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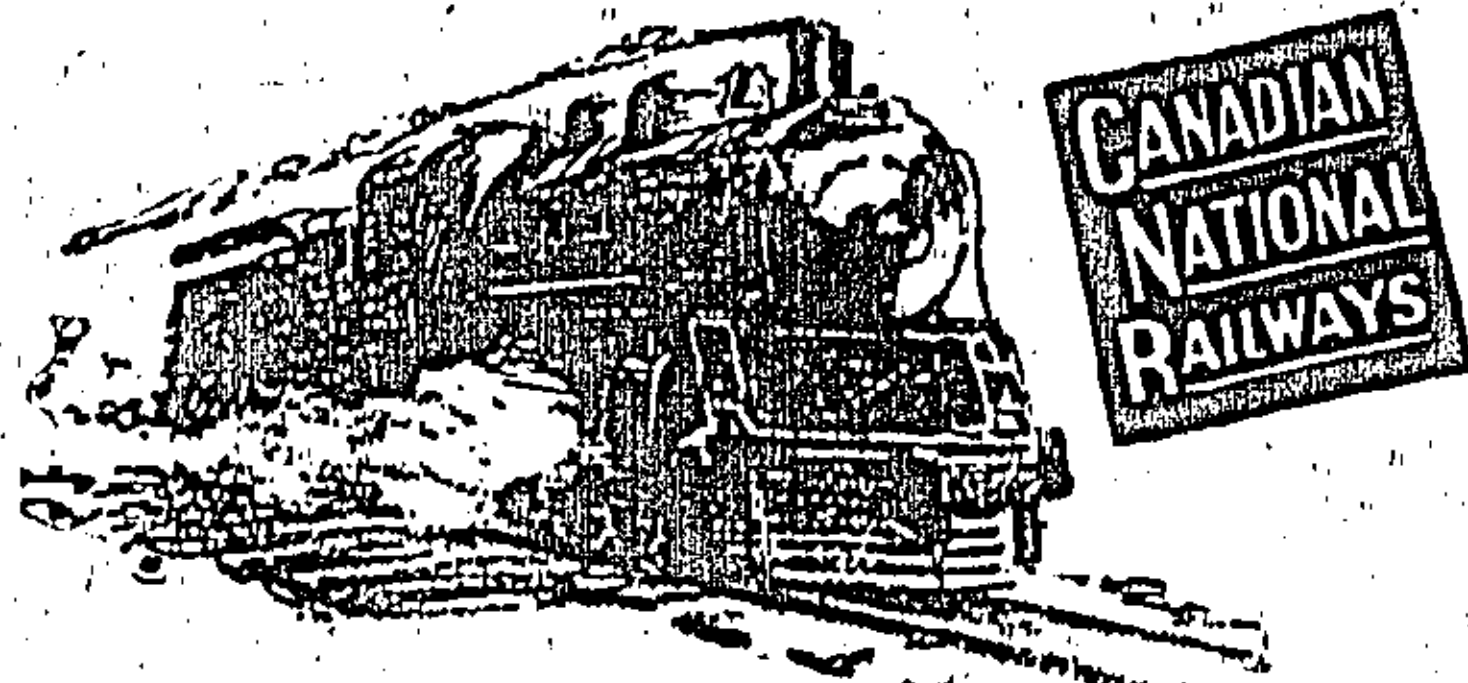
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## TREATING MALARIA.

### AN EPOCHMAKING DISCOVERY.

It is not more than a few years ago says Dr. Gerhard Venzmer, that Germany, by the production of the "Germanin" remedy for sleeping-sickness, proved what a very great share in the public health problems for the warmer countries falls to her due, and that even after the loss of all her colonies; and now, once more German science surprises the world with a new discovery:—the synthetic malarin-remedy "Plasmaquine", which promises further progress in the bringing about of healthier conditions in tropical and subtropical countries. Quinine, the product from the cinchona bark, the healing power of which against intermittent fever was accidentally discovered as early as 1638 by the Vicerine of Peru, was, as is universally known, considered until now as well-nigh the supreme remedy in the treatment of malaria. Since its isolation from the cinchona drug a good hundred years ago, it has captured the world as a remedy for fever; and in face of the blessings which that alkaloid unquestionably brought with it, the defects and drawbacks of the quinine treatment of malaria fell more or less into the background. And if one only considers a little one is taken aback: for, if quinine really represents such a superior remedy in the struggle against malaria, then one cannot help being surprised that, in the 300 years that cinchona bark has been in use and in the 100 years since the isolation of quinine, intermittent fever has not been able to be more effectively checked in its occurrence and spread. For, as a matter of fact, malaria is to-day—just as it was 300 years ago—by far the commonest disease of all warm countries; and in India—just to single out one example—roughly 5 millions human beings perish from intermittent fever yearly!

The explanation for this failure of quinine is easily given. Precisely in the most severe form of malaria, namely the much dreaded tropical fever, quinine is not able to destroy those forms of the malaria parasite which alone are responsible for the transmission of the disease. To understand this, we must keep in mind that two different forms of the little microscopic malaria-parasite are met with in the blood of one suffering from malaria: first of all, the asexual malaria plasmodium, also known as "schizonts", which by their swarming in masses into the blood stream, give rise to the regular recurrence of the attacks of fever; and secondly, the sexual forms of the malaria parasite, the so-called "gametocytes", which, on account of their peculiar form in tropical fever, are also described as "crescentic bodies".

The service rendered here by quinine, is therefore merely a temporary one. It may well be able to check the single attacks of fever by its action on the schizonts; but it does not get at the root of the evil. For, sooner or later, the dreaded relapse sets in, and the sexual forms, the quinine-resistant gametocytes, appear and are then conveyed to other human beings by the bite of the malaria mosquito, the so-called anopheles-fly. And so the disease continues to be spread in spite of the most conscientious quinine treatment. Herein lies the chief shortcoming of the quinine therapy, against which, the remaining drawbacks, as the disagreeable bitter taste, the frequent super-sensitiveness of the patient to quinine, and the side-effects, as ringing in the ears, stomach complaints etc., the cessation of response to the action of quinine swing to habitual use which occurs by no means seldom, and the danger of the administration of quinine in the much dreaded blackwater-fever, all appear negligible in comparison. Here, therefore the new work had to begin, if one was to produce a remedy which would surpass quinine. Difficult and wearisome were the laboratory researches, until at last the immense expenditure of time, work and money, found its well-earned reward. The goal was reached: the synthetic malaria remedy "Plasmaquine" saw the light of day.

Wherein does it differ from quinine? It is about 10 times more effective in its action than the latter (and accordingly more toxic) has a rapid, destructive effect on the malaria parasite in human blood and in contrast to quinine kills off speedily, precisely the sexual forms, the crescent-

## FIGHTING THE GNAT.

### MUNICIPAL CAMPAIGN IN BERLIN.

Berlin, December 16.—A new police regulation in Berlin is directed against Culex Pipiens, the common gnat, at present asleep in its winter quarters. Within a few weeks' time every householder will be compelled to submit to the visit of men armed with a specially constructed vacuum cleaner which has already been used with great success in cowsheds and horse-boxes. These are fitted with insect powder guaranteed deadly to gnats and mosquitoes of all descriptions, as well as the common house-fly. One gramme of this powder is allowed to one cubic metre of air, and for the period of twenty minutes all cracks, crevices, and windows must be tightly closed.

All cellars and outhouses of Berlin will be visited by a squad composed of street sweepers directed by the city's trained disinfectors. The compulsory fee of one mark—the equivalent of a shilling—will be exacted from every ground landlord.

It is hoped by these means to minimise the attacks of the three different specimens of anopheles which secret themselves in rooms at night, time and have of late been growing more troublesome in their attacks every year. These gnats who inhabit woods and fields and bite out of doors are to be fought by drying as many pools as possible and pouring petroleum as a protective layer on others. It has been the custom for years for the police to fight the rats of Berlin cellars by giving out compulsory tickets for a specified dose of rat-poison obtainable at the chemists and coming to check the amount and the spot where laid down.

bodies, which are responsible for the transmission of the disease. By this means the spread of the disease is effectively checked; and one does not require to point out what that means as regards the realization of a public health task. Also the fact that "Plasmaquine" in contrast to the well known bitter taste of quinine, is nearly tasteless, that habitual use does not lessen its effectiveness, and further, that "Plasmaquine" can be administered without hesitation in the dreaded blackwater fever, is well worth mentioning.

One now asks whether, by the discovery of "Plasmaquine", quinine from the cinchona bark has become superfluous? Nothing would be more false than this assumption. For the successful combating of tropical fever, a combination of quinine in small doses with the new synthetic malaria remedy, to so-called "Plasmaquine Co." has been shown to be the most suitable method. Now this medicine acts, from the above details, not difficult to understand. Quinine, which in such small doses produces no undesirable effects, destroys a sexual schizonts of the malaria parasite; "Plasmaquine" destroys the crescentic gametocytes and so prevents relapses and the further spread of the disease.

The extensive experiments which the well-known researcher in tropical medicine and malaria, Prof. Dr. Muhlens of Hamburg, carried out with "Plasmaquine" in the malaria-infected Balkan States, have already shown that relapses occur very much more seldom with the "Plasmaquine" treatment of malaria, than with the former exclusively quinine therapy. A several months study-tour which Prof. Muhlens is at present undertaking in the malaria-infected countries of Central and South America, will throw further light on the effectiveness as well as on the most advantageous method of administration of the new synthetic malaria remedy.

Although the time since the discovery of "Plasmaquine" is comparatively short, one thing can already, from experience to date, be with confidence asserted; namely, that German medical science has in "Plasmaquine" brought out a new remedy which, acting as a destructive agent on the transmission-forms of the malaria parasite, seems to be qualified to check effectively the outbreak and spread of intermittent fever in tropical and sub-tropical countries. It will be worthy to range alongside of "Germanin", and thereby arise as a new milestone in the immense work of civilisation which has as its goal, the hygiene of the warmer countries.

## LORD READING.

### NEW CAPTAIN OF DEAL CASTLE.

The Marquis of Reading, the ex-Viceroy of India, has been appointed Captain of Deal Castle in succession to Field-Marshal Viscount Allenby, who has resigned.

The appointment is in the hands of Earl Beauchamp, who is Lord Warden of the Cinque Ports and whose official residence is at Walmer Castle, only about a mile away. Lord Reading was formerly associated politically with Lord Beauchamp, who is leader of the Liberal Party in the House of Lords.

Lord Allenby was only appointed last year in succession to Field-Marshal the Earl of Ypres, better known as Lord French, who died at the castle.

There are no emoluments attaching to the office, but the castle, which stands on the front, is a charming residence, especially in the summer months. It has been modernised of recent years and Lord Ypres added a chapel during the short time he lived there.

Lord Reading said to a Daily Mail reporter that he should live at the castle as much as possible during the summer.

The castle is one of five built by Henry VIII. in 1539 as part of the defences of the coast. Sandown Castle, which stood at the other end of the sefront, was abandoned owing to the encroachment of the sea and was demolished about 60 years ago.

At the London Guildhall the Hamilton (Ontario) branch of the Shaftesbury Society and Ragged School Union entertained to a Christmas party 1,200 poor and crippled children from the Mission School and Cripple Parlours in London.



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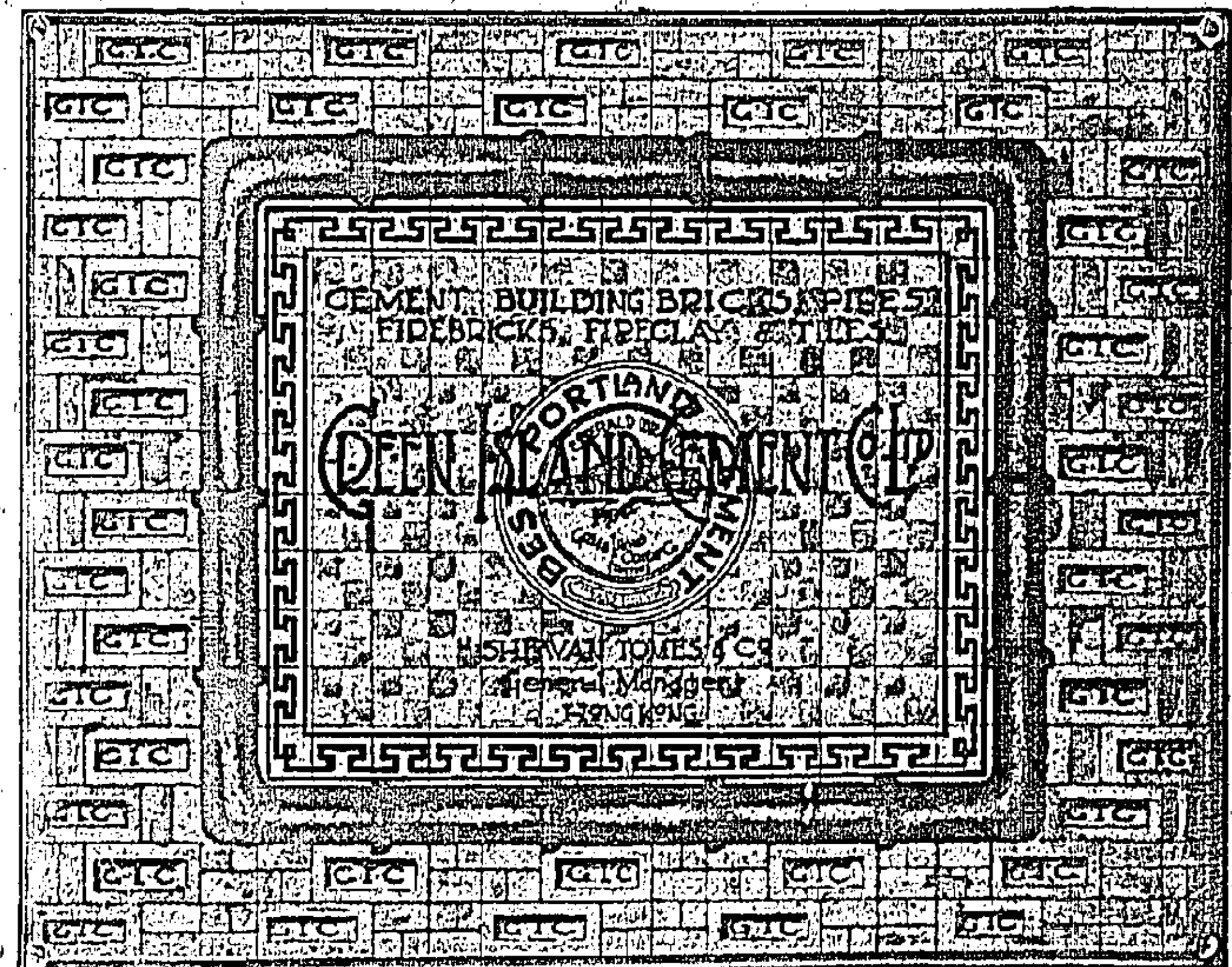
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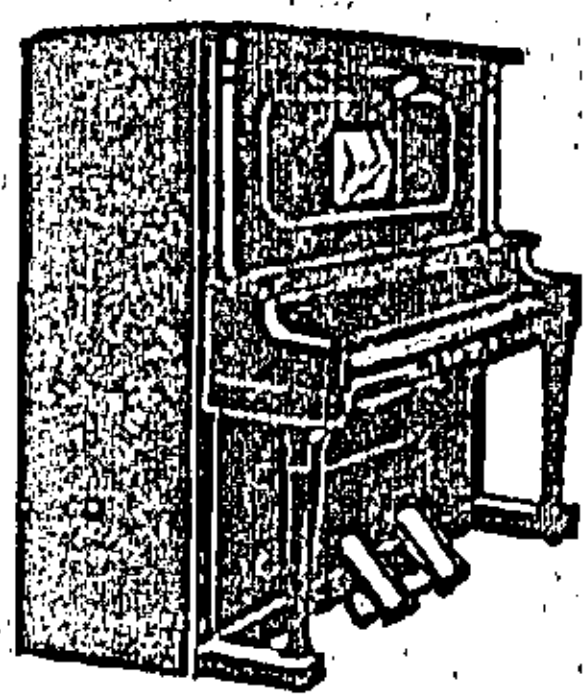
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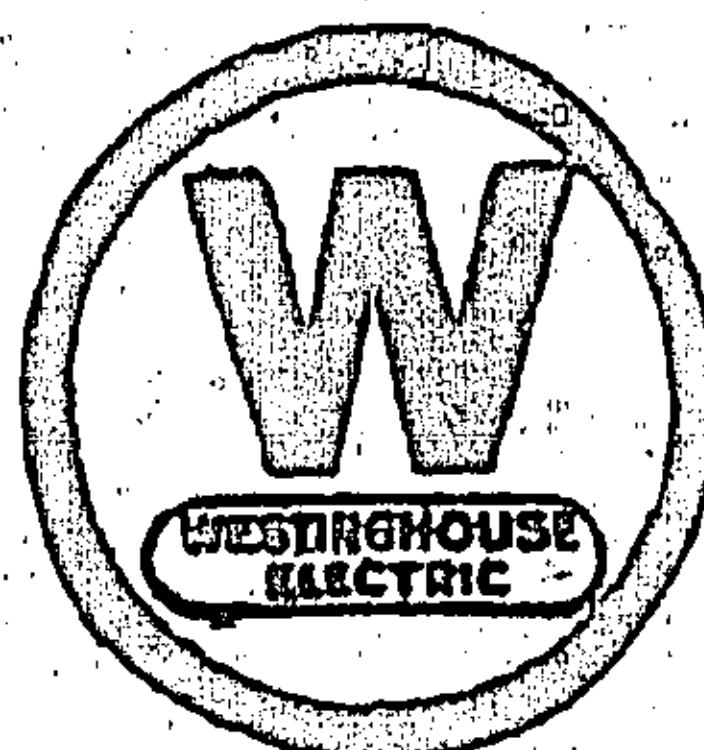
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## BIG SHIPS.

NEW GERMAN OCEAN  
GIANTS.

Everybody in the shipping world is keenly interested in the news says the *Manchester Guardian* that the North German Lloyd intends to build two giant liners of 46,000 tons, especially as it has been reported that they are to have a speed of 26 knots. The former statement one can very readily believe; the latter is questioned by the shipping men.

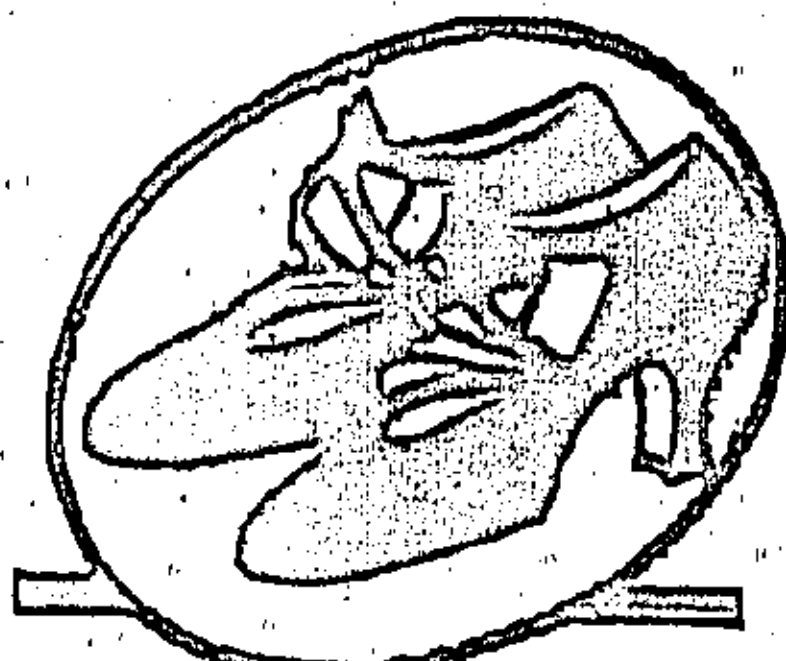
It may just possibly be that they have this intention in view, for it will be remembered that the North German Lloyd really planted its feet on the ladder of success when it brought out the first of its great record breakers in 1897, and the company may possibly consider that the experiment is worth repeating in order to recapture their pre-war prominence.

But the chances are very much against such a suggestion, especially if the cost which has been quoted in the press is anything like correct. It is far more likely that the new ships will be in the neighbourhood of 23 knots, which would mean an infinitely smaller bill with comparatively little reduction in their earning powers.

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It is a physiological fact that dark persons are more subject to constipation than those who are fair. Still, everybody needs laxative assistance sometimes, and Pinkettes suit both sexes, all races and every age.

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## NEW MANILA BRIDGE.

P3,000,000 STRUCTURE TO  
SPAN PASIG RIVER.

Director A. D. Williams of the Bureau of Philippine Public Works explained before the Shipowners' Association recently the advisability of constructing a concrete bridge over the Pasig River from the Bonifacio Drive in the Walled City to a place near Del Pan street in San Nicolas. The opposition of some shipowners to the bridge, which will cost P3,000,000, who allege that not enough space would be afforded interisland vessels to dock near the river mouth, was answered by the Director with the following arguments:

"There are at present 12 berths above the bridge site. With the construction of the proposed span, these berths will be vacated, but with the building of a jetty at the mouth of the river, the construction of which has already been authorized by the Governor General, 12 new berths will be created below the proposed bridge, which berthing space is not serviceable now during the rainy season. Furthermore, the Bureau of Public Works is negotiating to allow interisland vessels to use part of Pier 3 and the wharf between Pier 5 and 3. With these new berths, it is expected that all ships now docking up the river to the Jones Bridge will be accommodated.

"The jetty to be built at the mouth of the river will be 375 metres long. This will protect ships from the typhoons. It will also prevent silting of the south harbour through the canal connecting it with the Pasig River.

"With the new berths at the mouth of the river and the berthing space afforded at the wharf between Pier 3 and Pier 5, it is assured that ample docking facilities will be provided for inter-island ships."

THE INTERPORT  
DINNER.SHANGHAI VISITORS AS  
GUESTS.

There was a happy gathering at the Hotel Savoy last night when the Interport football dinner was held. Local footballers and Association officials were well represented and the Shanghai team and their supporters were also present. Several speeches were made testifying to the prowess of the two teams and in proposing the toast of "The Shanghai Football Association" the Hongkong captain, Mr. C. W. E. Bishop said it needed a genius to sing the praises of the Shanghai team.

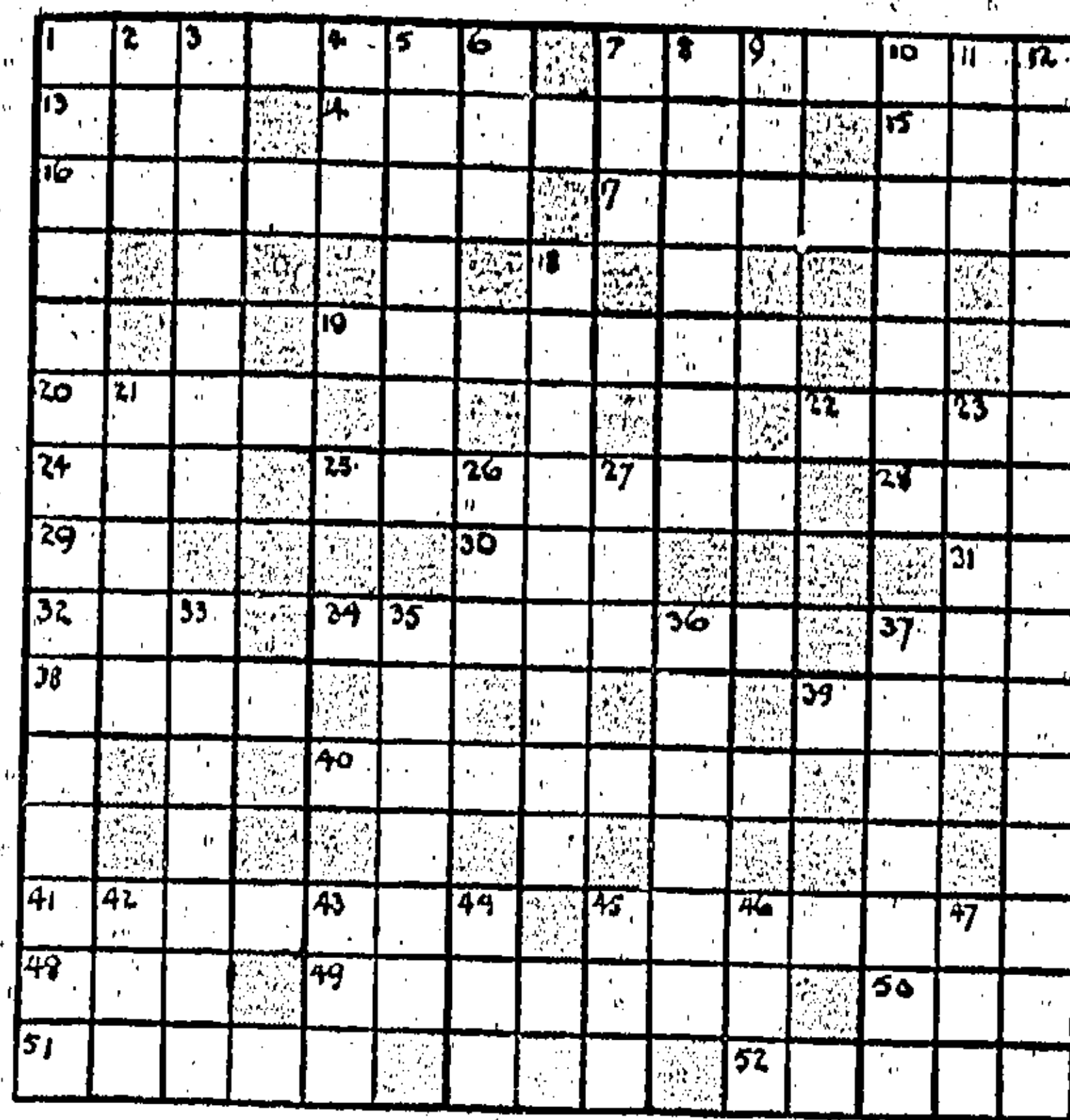
They were sportsmen "one and all" and good sportsmen whether they were winning or losing. During the last two days the Shanghai team had qualified to be called sportsmen in the best sense of the word. He thought this was the first occasion on which Chinese had been included in the Shanghai team and it gave him the greatest pleasure to welcome them.

## Mutual Problems.

The understanding which both the Chinese and the other members of the team could derive from the game should help considerably in the solving of the mutual problems of the present day. With regard to the Hongkong team it was accustomed to playing under difficult circumstances as far as ground conditions were concerned and he thought that when the team went to Shanghai they would again adapt themselves very quickly to the prevailing conditions.

Replying on behalf of the Shanghai team, the captain, Mr. S. Gash, paid warm tributes to the Hongkong team and thanked the Association for the way in which they were entertaining the visitors.

## OUR CROSSWORD PUZZLE.



## Across.

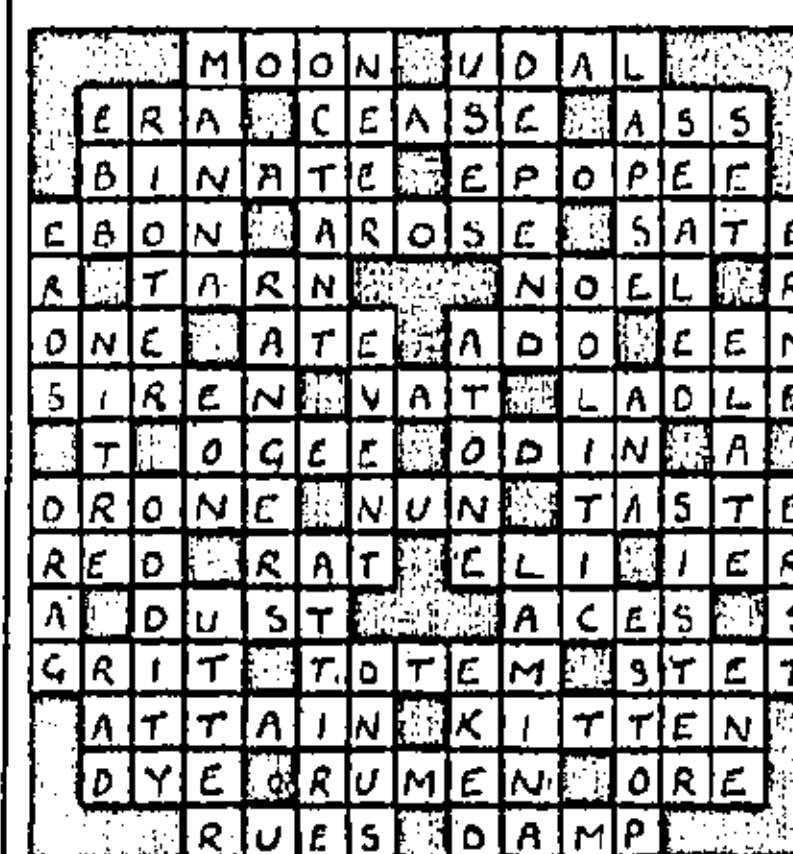
- 1 Idle talk.
- 2 Yacht race.
- 3 Belonging to us.
- 14 White, tasteless powder.
- 15 Retreated.
- 16 Most intimate.
- 17 Physically able to endure.
- 19 Excite.
- 20 Food.
- 22 Plural of die.
- 24 Broad and shallow vessel.
- 25 Hewn stone.
- 26 Self-luminous orb.
- 29 Correlative of either.
- 30 Possession.
- 31 Rugby Union (abbr.).
- 32 Communist.
- 34 One who treads.
- 37 Measure of length.
- 38 Approach.
- 39 Long pole.
- 40 Choke.
- 41 External.
- 45 Power of endurance.
- 46 Employ.
- 48 Most ardent.
- 50 Fruit containing a seed.
- 51 Carrying chair.
- 52 Bird of prey.

## Down.

- 1 At the same time.
- 2 Shade of colour.
- 3 Native of Arabia.
- 4 Knot.
- 5 Flag.
- 6 Wheel track.
- 7 Tear.
- 8 One who enacts.
- 9 Obtain.

- 10 Espalier.
- 11 Make brown.
- 12 Pertaining to the last syllable but two.
- 18 Stout-hearted fellows.
- 21 Having ears.
- 23 Twists.
- 24 Garden tool.
- 26 Finish.
- 33 Reduced in strength.
- 35 Sucking fish.
- 36 Strives.
- 37 Obtaining as a reward.
- 42 Utile.
- 43 Bristle of corn.
- 44 Parched.
- 45 Fix.
- 46 Consumed.
- 47 None (law).

## Yesterday's Puzzle.



With regard to the Interport match he had no doubt that the best team won.

## Chinese Interest.

The Hon. Dr. R. H. Kotewall, C.M.G., who proposed the toast of "The Guests" said he was sure that it did not need a genius to sing the praises of the Shanghai team because their qualities were so very apparent. He was glad Hongkong won, but the same time he was rather sorry that fortune did not better favour Shanghai.

When he was at the match he noted with very great pleasure that very large numbers of Chinese were present. An indication of the future of the Chinese was in their growing interest in physical culture and games and football was a game particularly suited for a virile race like the Chinese.

Football, played in the proper spirit of sportsmanship as it always was played, developed the team spirit which was so important. It was a game which taught the players to take victory and defeat in the same spirit. He was sure that the friendly feeling which existed between Hongkong and Shanghai was improved, if it could be improved, by these Interport matches and that they tended to a closer co-operation in other aspects of life.

## A Presentation.

Dr. Yung replied to the toast of "The Guests" and said the Shanghai team had learned a good deal

in Hongkong and he was sure that the Northerners would give the Southerners an even better game next year.

The Rev. C. F. Alexander referred to yesterday's match and said he thought the United Services were rather lucky to win. In football, however, he thought the fact that they got a good game counted for more than an actual victory. As captain of the team he thought both sides played in a most sporting manner, and for ninety minutes all twenty-two players enjoyed themselves to the full.

Mr. A. H. Leslie, the manager of the Shanghai team said that Hongkong had beaten them both on the field and off the field but in Shanghai next year they would try to entertain the visitors royally. He referred to the excellent spirit in which the Interport match was fought, paying a warm tribute to the good football played by the Hongkong team. In recognition of the services of Mr. W. E. Hollands, secretary of the Hongkong Football Association he presented him with a silver cigarette box on behalf of the Shanghai team.

Mr. Hollands suitably replied, thanking the visitors for their gift, which, he said would be one of his most prized possessions.

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" 75 " " 12

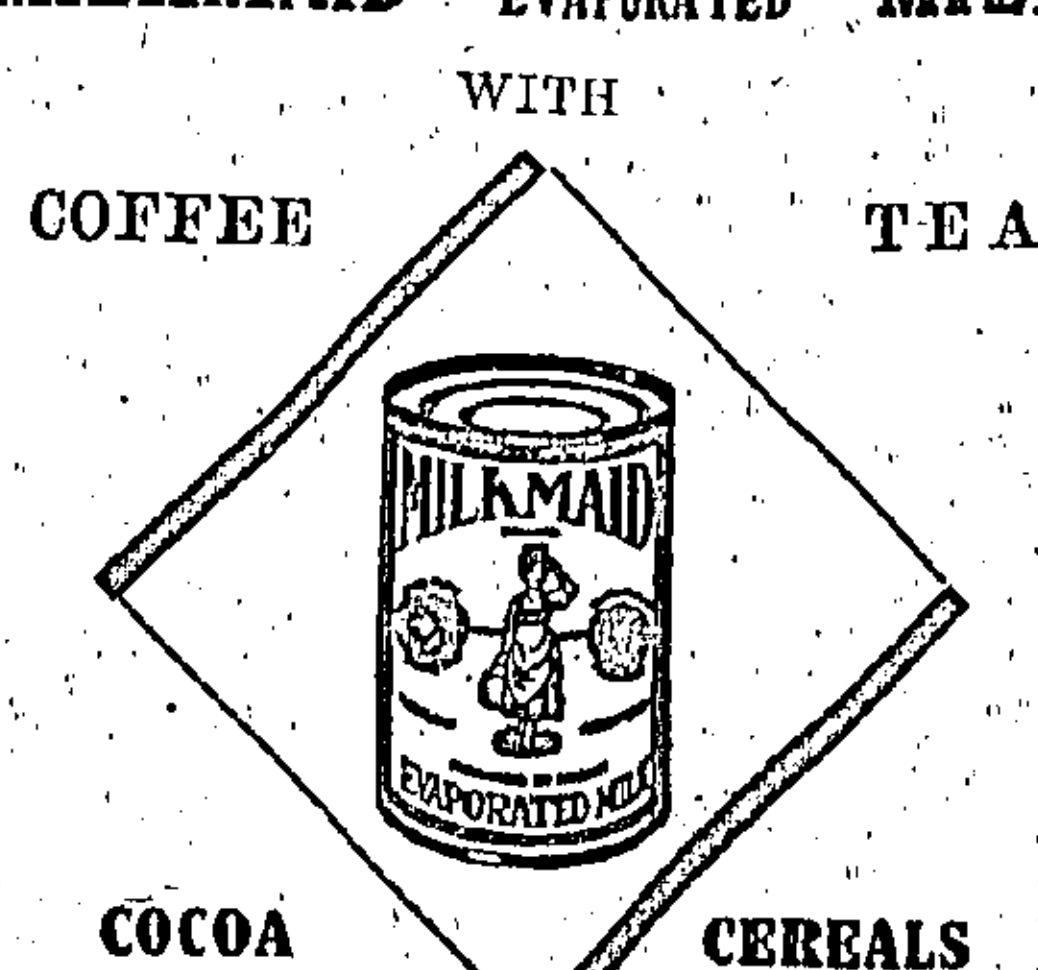
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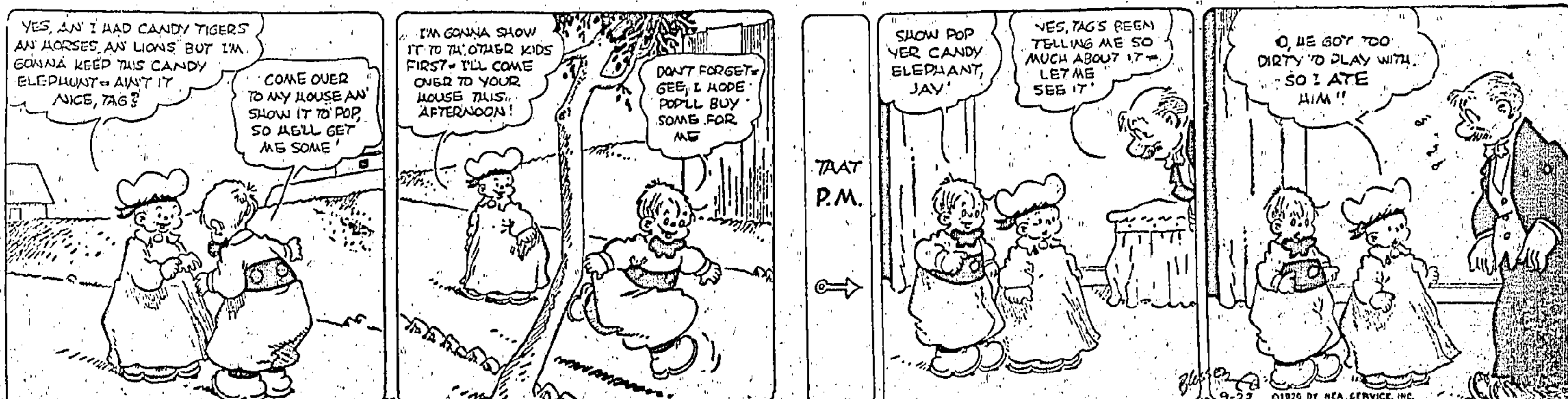
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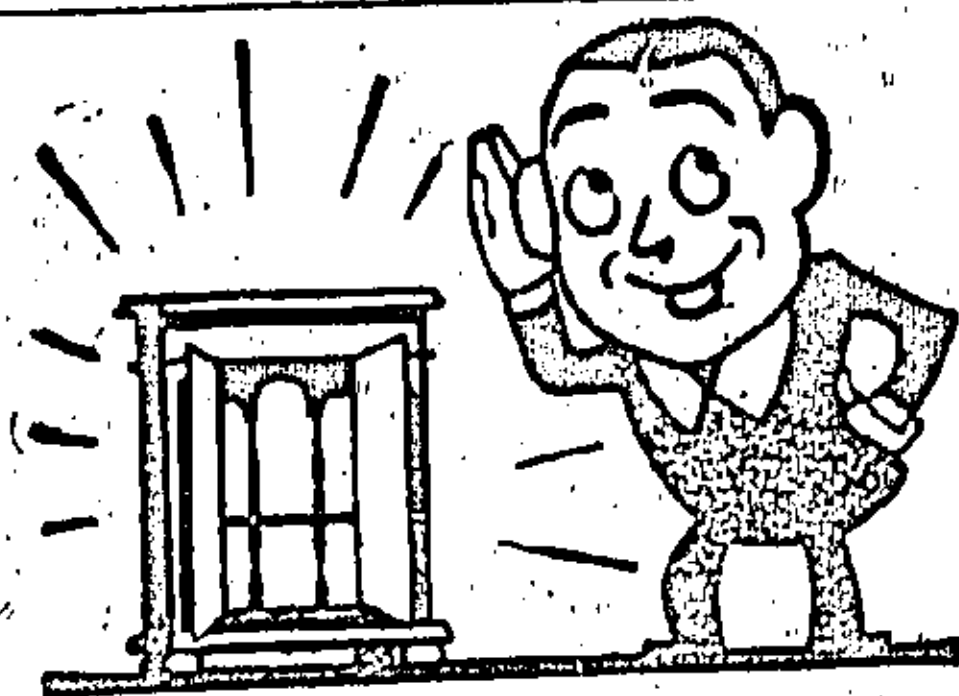
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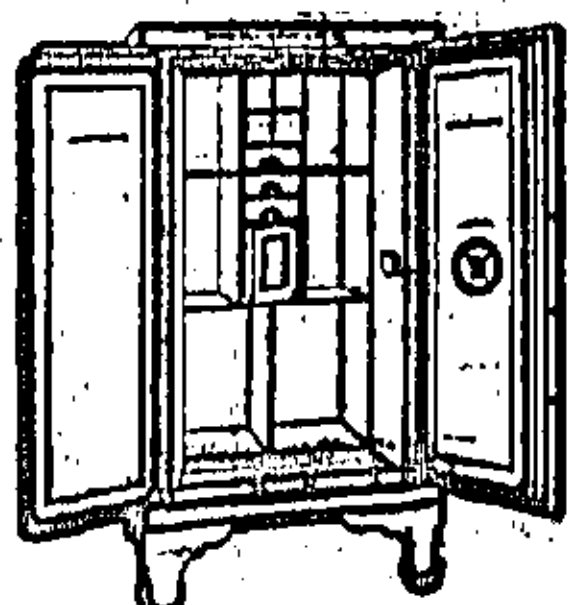
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**The  
Hongkong Telegraph.**

SATURDAY, FEBRUARY 5, 1927.

### A FRENCH PROBLEM.

On first sight there is nothing  
but regret to express at the fact  
—reported by official British  
Wireless news yesterday—that  
France is proposing to reinstitute  
the visa system regarding foreign-  
ers desirous of entering that coun-  
try, because it reminds one of the  
very undesirable national barriers  
which were left standing long  
after the close of the war which  
had bred their necessity. The  
possession of a passport is, in  
most ways, quite desirable for  
travellers, but when those pas-  
ports have to be *visaed* by the  
representatives of every country to  
be visited and when the granting  
of visas is made conditional upon  
the applicant's "ability to fulfill  
certain requirements," there en-  
ters into the arrangement a very  
objectionable feature. Ordinarily,  
there is no reason for all this  
"shroffing up" of foreigners who  
come and go through the various  
countries of the world—men and  
women, either on business or plea-  
sure bent. And it was only after  
a great deal of fuss that the visa  
system for passports was eventu-  
ally dropped. Now that France  
proposes to reinstitute it "tempo-  
rarily," one is naturally very an-  
xious to know if such a step is  
justified. France claims that, on  
account of her large unemployed  
population, she has no more room  
at the moment for those who would  
like to settle down and find work  
in the country, and she proposes  
refusing entry into France to all  
foreigners who "cannot" prove  
means or who are not merely on  
short visits. It so happens that,  
since the war, there has been a  
tremendous influx of foreigners—  
well over one million, as revealed  
by the last French census. There  
is not the slightest doubt that the  
main attraction has been the  
cheapness of living, plus, of  
course, the charming attraction  
of the country itself. A fair pro-  
portion of that new million are  
men and women in receipt of small  
incomes, to whom the cheapness  
of living is a very vital considera-  
tion. Many of them would doubt-  
less undertake "light work." And  
the large remainder of that million  
are artisans and other skilled  
workers for whom there is, ordi-  
narily, a fair prospect of employ-

ment. But, French industry has  
of late, like that in every other  
country, experienced a slowing-up  
and there has been a rapid growth  
in the figures of the unemployed.

The problem of France's popu-  
lation used to be one of an entire-  
ly different nature, namely, how  
to maintain the population in view  
of a falling birth rate. Whether  
a fairly rapidly-increasing popu-  
lation, such as we have in Britain,  
is a blessing in the present econ-  
omic state of the world is extreme-  
ly doubtful, and the recent French  
expansion is not unconnected with  
the growth in the native popula-  
tions of her near-neighbour  
countries. It has for years been  
well-known that France has a  
genius for absorbing foreigners,  
and yet is remarkably exempt  
from the troubles of mixed nation-  
alities. The gradual absorption of  
post-war foreign elements by such  
an old country as France—tradi-  
tionally characterised by its homo-  
geneity—was providing a study of  
much interest to outside observers,  
but it is quite likely that changing  
economics will put an effective  
temporary check on the influx of  
foreign blood. There might be  
plenty of justification for France  
to reimpose the visa system for a  
spell, at least until her industrial  
life is quickened into a healthier  
activity. But we should be sorry  
to see anything approaching a  
general or permanent reimposi-  
tion of that system, because bar-  
riers of that nature prevent free  
intercourse and the resultant  
friendships. We have lived down  
a lot of the wartime-engendered  
suspicions and we want to go on  
forgetting them. The visa system  
was one of their main props.

[Since the above article was  
written, a message has come to  
hand stating that France does not  
propose to ask for visas in the case  
of Britishers, but that she is re-  
imposing the system otherwise.]

### The Trouble-Makers.

It is a hopeful sign of the times  
that members of the British  
Cabinet are beginning to realise  
that much of the present trouble  
in China is being caused by So-  
viet Russia, whose leaders are  
behind the scenes. We have often  
said, and we see every reason for  
adhering to the view, that Moscow  
is the real centre of the present  
agitations in China. The Bol-  
sheviki simply cannot keep free  
from interfering in the affairs of  
other countries, despite the fact  
that they themselves are always  
imputing such action to other  
nations. Recently we encountered  
an example of how far Russia  
goes afield in her policy of inter-  
ference. M. Litvinoff, the Peo-  
ple's Commissary for Foreign  
Affairs in Moscow, delivered him-  
self of some stern criticisms of  
the United States policy towards  
Mexico, saying that it was based  
on "Imperialism" and on a deter-  
mination to intervene in the affairs  
of that country. Mr. Kellogg's re-  
cent speech on the Mexican prob-  
lem was cited by this Russian  
leader as a specious attempt to  
justify the policy of intervention.  
All such criticisms as these have  
a very familiar ring. We have  
heard similar language used by the  
Russians and their Chinese Na-  
tionalist followers in regard to  
Britain's policy in China. The  
fact is, of course, that the Soviet  
cares nothing either for the wel-  
fare of Mexicans or Chinese. As  
Mr. Amery has so well put it in  
referring to Russian influence in  
China, the Soviet is "principally  
concerned with world revolution  
and in particular with a desire to  
destroy the British Empire. How-  
ever, the world is gradually com-  
ing to view the Bolshevik leaders  
in their right light, and the time  
may not be far distant when some-  
thing is done to make Russia well  
aware of the fact.

A special thanksgiving service  
is to be held at St. Andrew's  
Church, Kowloon, on Sunday, at  
which the processional hymn No.  
562 will be sung. The Magnificat,  
Nunc Dimittis and a special  
anthem will be also sung, after  
which the sidesmen will take up  
the thankofferings and these will  
be dedicated with a special prayer.

### DAY BY DAY.

DISCONTENT IS THE SURE INDICA-  
TION OF A FEEBLE MIND.—Reginald  
Lucas.

The Government notices that  
harbour survey operations have  
now been completed, and the re-  
strictions are withdrawn.

His Excellency the Governor has  
nominated Mr. Kwok Shu Lai as  
a member of the Court of the Uni-  
versity of Hongkong for a period  
of three years.

At the public meeting of the  
Hongkong Lodge, of the Theosophi-  
cal Society, on Thursday, Mr. D. O.  
de Silva, F. T. S., gave an address  
on "Shintoism and the Paganism."

Two cars were involved in a  
collision on the Repulse Bay Road,  
yesterday. The extent of the  
damaging caused was very slight,  
and none of the occupants was in-  
jured.

During the absence on leave of  
Sergeant Nollath, Police Sergeant  
Dickson, of the Water Police Sta-  
tion will take charge of the  
Hawkers' Department as from to-  
morrow.

A fall from a first-floor window  
resulted in serious injuries to a  
little Chinese girl at Wo Hop  
Street, yesterday. She was ad-  
mitted to the Government Civil  
Hospital.

It is notified that, at the expira-  
tion of three months, the Alpha  
Towboat Company, Limited will,  
unless cause is shown to the con-  
trary, be struck off the register and  
the Company will be dissolved.

It is notified that sub-calibre gun  
practice will be out by His Majes-  
ty's Navy on the morning of Fri-  
day, the 11th February. Firing  
will be directed against South Gau  
Rock at the southern entrance to  
Mira Bay.

The fortieth ordinary annual  
meeting of shareholders of the  
Hongkong and Kowloon Wharf  
and Godown Co., Ltd., will be held  
in the office of Messrs. Jardine,  
Matheson and Co., on Thursday,  
February 24, at noon.

The police have received a re-  
port from the Third Officer of the  
s.s. Tingsang, to the effect that  
a ship's lifeboat was stolen over-  
night, whilst it was lying secured  
to the stern of the ship which at  
the time was berthed at No. 6 Buoy  
at Kowloon Docks.

Commander F. N. Miles, Mr. W.  
G. Goggin and Capt. A. J. Holland  
having resigned their positions as  
Commissioners in the Sunning  
Piracy Enquiry, H.E. the Governor  
has appointed Lieut.-Comdr. L. J.  
P. Jones, D.S.C., Mr. T. G. Wall  
and Capt. A. W. Davison, R.N.R.,  
in their places.

A committee has been formed in  
Singapore to take up the matter of  
entertaining troops passing  
through en route for China. A  
meeting has been held to make  
preliminary arrangements and to  
arrange for the collection of sub-  
scriptions. It is hoped that liberal  
public support will be given.

Tenders are invited for a new  
bridge at Taipo and diversion to re-  
place the bridge washed away in  
1925. The work consisted of the  
construction of rubble mounds,  
pitched slopes and approach em-  
bankments for a reinforced con-  
crete beam and slab bridge sup-  
ported on long-pile piers and any  
other necessary contingent works.

The following additional regula-  
tion has been made under the Wi-  
reless Telegraph Ordinance.—The  
licensee of a ship station licence  
shall forthwith deliver up the  
licence to the Colonial Secretary—  
if the licence has been cancelled;  
if the licence has expired by efflu-  
xion of time; if the licensee has  
ceased to be owner of the ship; if  
the nationality of the ship has been  
changed; or if the port of registry  
of the ship has been changed.

The death has occurred in  
Singapore of Mrs. G. P. Owen,  
who returned from Europe with  
Mr. Owen some weeks ago. She  
had been ill for some years, and  
the sad news was not unexpected  
by her friends. Mrs. Owen was  
one of the founders of the Ladies  
Lawn Tennis Club, which was  
started in 1884. Always a lend-  
ing figure in musical and amateur  
dramatic circles, and in the social  
life of Singapore generally, Mrs.  
Owen is particularly remembered  
as the first lady to drive a motor  
car in Singapore, and she also  
taught the first Malay chauffeur  
who obtained a driving licence in  
the Straits.

## SPATS AND BREECHES

Westernised Chinese Nationalists.

Hankow is disappointed with the  
appearance of the new Nationalist  
Government, says Sir Percival  
Phillips, the Daily Mail's special  
correspondent at Hankow. He  
continues:—It is so different from  
what was expected. The people  
were justified in thinking the  
"liberation of the oppressed," so  
long advertised by their advanced  
propagandists, would be Chinese  
in outward form, as well as in  
character.

They are neither. The pomp-  
ous entry of the pilgrims from  
Canton, attended by aeroplane  
antics overhead and the explosion of  
many fire-crackers underfoot, re-  
vealed to the anxious local popu-  
lace several disillusioning and dis-  
concerting facts, not the least be-  
ing that their future masters are  
a lot of young gentlemen in tweeds  
of plus fours and spats, with a  
florid taste in Bond-street ties and  
a predilection for talking English  
among themselves.

What, ask the puzzled merchants  
and middle-class Chinese, and even  
the coolies, is the difference be-  
tween the foreigners who know  
and a lot of Chinese who ape them  
in every particular? How can the  
spirit of nationalism live in a Bri-  
tish trench coat or American  
patent leathers? Are they being  
exploited by a new type of foreign  
invader posing as Chinese?

I am inclined to think that many  
even more urgent questions will  
obtrude themselves by the time  
the Nationalist Government has got  
into its stride. Many rude shocks  
await the inhabitants of Hankow.  
But for the moment it is sufficient  
ly disturbing to them to find these  
youths ordering old officials about  
and dashing up and down the  
foreign and native cities in shin-  
ing limousines.

The Cantonese students who call  
themselves a Government are as  
different from the great mass of  
the people they desire to dominate  
as chalk is from cheese. They  
look at China through Western  
eyes and their minds are filled with  
vague and restless longings born of  
a desire to Westernise the country  
for their own ends. They cannot  
even talk with the people of the  
north: interpreters must inter-  
vene.

It might not be so bad if they  
were one homogeneous type. Some  
are aggressive young men, full of  
American slang, who talk breezily  
of "putting pep" into the worn-out  
institutions of China. Others are  
of a more restrained type and bear  
the imprint of an English univer-  
sity. Still others are as heavily  
marked by their intensive training  
in Moscow's college for Asiatic  
propagandists. Then there is a  
fourth type, Westernised in China  
by the methods of the mission  
schools.

They do not blend well. The  
American-educated student, con-  
sidering his colleague from Cambridge  
"too slow." The latter is inclined  
to look down on the product of the  
United States, with his nasal accent  
and informal methods of address,  
as being rather vulgar. Moscow's  
graduate of Moscow's gloomy  
Communist factory is a gloomy  
and narrow-minded person. All  
three pity the students who have  
it is not Chinese.

never been abroad. All four unite  
in heartily detesting the Russians  
associated with the Government as  
"advisers," and whose advice is  
reckoned better than their com-  
pany. I have heard them con-  
temptuously referred to as  
"Leilin's barbers."

One of the most polished spec-  
imens of European civilisation in  
this galaxy is Mr. Eugene Chen,  
the new Minister for Foreign  
Affairs. Dignified members of the  
Chinese community contemplate  
him with a shudder. Mr. Chen  
has nothing Chinese about him,  
unless it be a slight cast of coun-  
tenance which is by no means con-  
vincing. He was born in Trin-  
idad, and at one time during his  
chequered career as an anti-Bri-  
tish journalist it suited him to  
claim British nationality.

He looks Western, but he hates  
the West. His brilliant eyes blaze  
violently behind his gold-rimmed  
spectacles when he pillories Great  
Britain for her Imperialistic sins  
and his slender hands excitedly  
saw the air. His command of  
English is well-nigh perfect when  
he talks: he writes it far better  
than many native sons of Britain.

Mr. Chen wears white spats be-  
low his carefully creased trousers.  
He is a credit to his London tailor.  
He quotes Kipling and Hardy with  
easy confidence. Some of his  
ironic despatches, indited from the  
Foreign Office at Canton, are real  
masterpieces of English prose.  
His brain is undoubtedly the ablest  
of any at the command of Canton's  
Russian tutors. Mr. Chen's, of  
course, a great patriot. Yet he  
takes no chances. When I go to  
see him in his secluded room at the  
Terminus Hotel I must pass "gun-  
man" at the door—a little Canton-  
ese sergeant in khaki whose auto-  
matic is always poised in his right  
hand.

Nor could Mr. Chen's daughter—  
charming though she is—be hailed  
by the flower of China's population  
as representative of their country.  
Fresh from an American college  
for women, Miss Sylvia Chen wears  
the latest Paris fashions with true  
Western grace. She uttered Han-  
kow with her father, clad in well-  
cut riding breeches, to the great  
discomposure of the local Chinese  
dignitaries.

Mr. Woo, the mild, spectacled  
young secretary to Minister Chen,  
is another finished product of  
European tutors and tailors. And  
there are many like him, equipped  
with tags of speech which divide  
them into two classes—the "Chee-  
se" and "See-you-laters."

They are a thousand miles re-  
moved from Chinese ways of living.  
At Kuling, for one night, they  
stayed at a Chinese hotel. No  
more. Next morning, with no ac-  
cord, they moved down to the best  
European hotel.

Hankow was warned in advance  
to provide them of its best. Steam  
heat, brass bedsteads, and a private  
bath, were some of the little essen-  
tials required by the officials when  
they arrived at the Terminus  
Hotel. Their motor-cars are the  
finest in the city.

All of which is magnificent, but  
the puzzled people of Hankow say  
it is not Chinese.

### EMERGENCY RULES.

#### APPLICATION TO NEWSPAPERS.

The regulations made by the  
Governor-in-Council under Section  
2 of the Emergency Regulations  
Ordinance, 1922, under the head-  
ing "Newspapers, etc.," have been  
amended by the addition of the  
following regulation:

"Upon the making of any order  
for the suppression of any news-  
paper the Captain Superintendent  
of Police shall seize and detain all  
the machinery, type, appliances,  
paper, printing materials, writing  
materials, books, documents,  
writings, effects and things of or  
pertaining to the suppressed news-  
paper, with power to remove the  
same or any part thereof to such  
place or places within the Colony  
as he may in his discretion see fit,  
and there to keep the same so long  
as such order shall subsist. All  
expenses incurred by the Captain  
Superintendent of Police shall be  
repaid to him before the return by  
him of the property, effects and  
things seized, and in default of  
payment of such expenses, or any  
part thereof, within one month  
from the withdrawal of the order  
for suppression, the property, ef-  
fects and things seized shall be  
sold by him to satisfy such  
expenses, and he shall apply the

### EXCHANGE RATES.

London, Feb. 4.

|                  |           |
|------------------|-----------|
| Paris            | 123.30    |
| Brussels         | 124.38    |
| Amsterdam        | 12.12 1/2 |
| Berlin           | 20.46     |
| Copenhagen       | 18.19 1/2 |
| Vienna           | 34.42 1/2 |
| Helsingfors      | 192.5     |
| Lyons            | 237.32    |
| Rio              | 5.27 3/32 |
| Bombay           | 1/8       |
| Hongkong         | 2/1 1/4   |
| New York         | 48.31/32  |
| Geneva           | 25.22     |
| Milan            | 113 1/4   |
| Stockholm        | 18.18     |
| Oslo             | 18.59     |
| Prague           | 163.5     |
| Madrid           | 29.29     |
| Athens           | 869 1/2   |
| Buenos Aires     | 46.11/16  |
| Shanghai         | 2/8 1/2   |
| Yokohama         | 2/0 3/4   |
| Silver (spot)    | 27 1/2    |
| Silver (forward) | 27 1/4    |

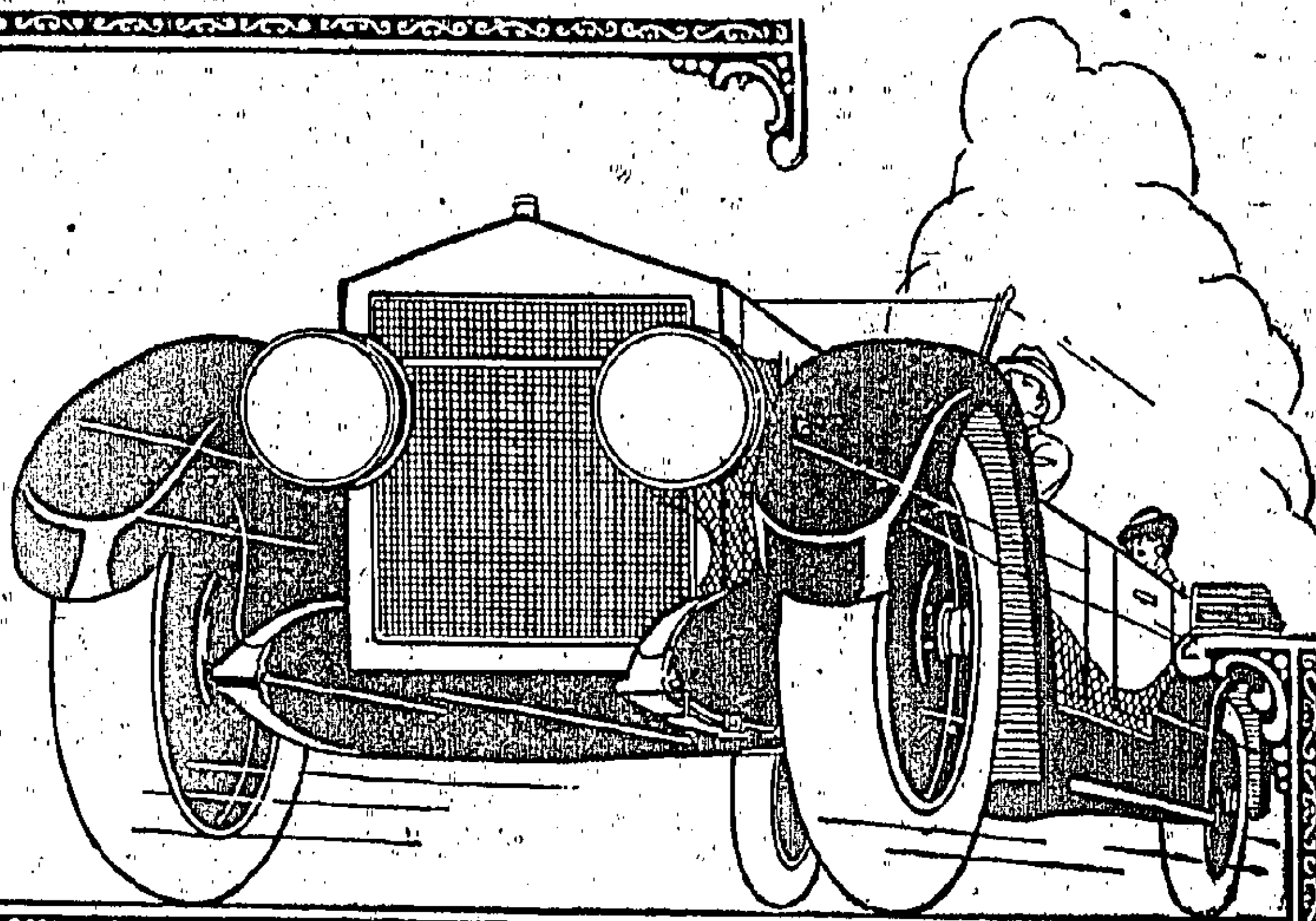
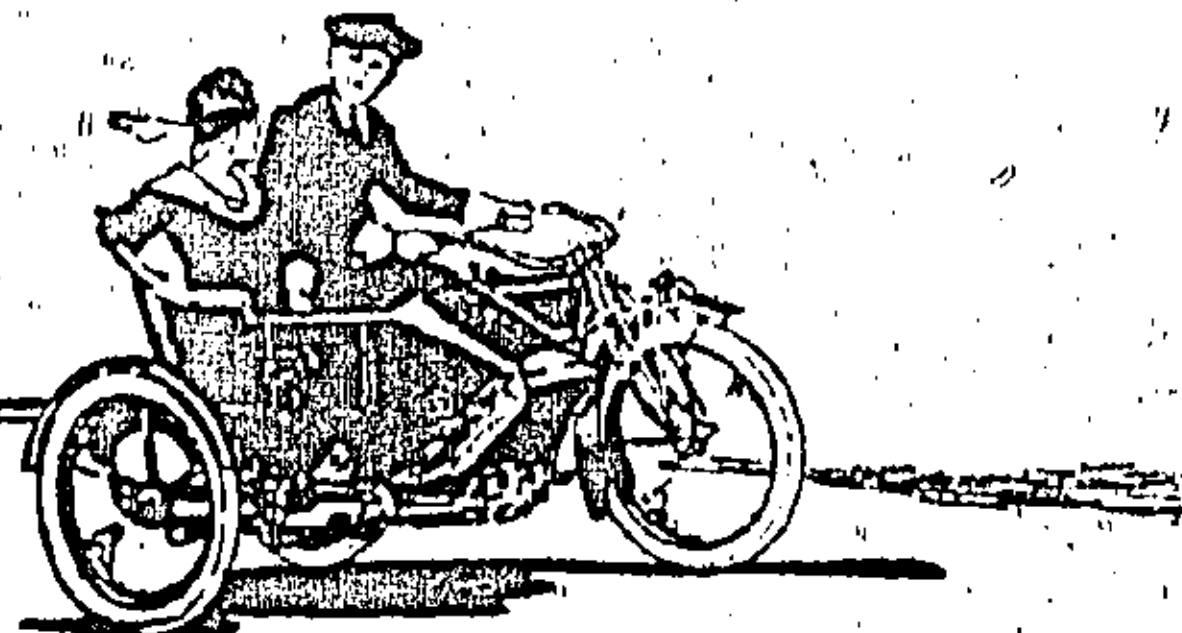
The P. and O. s.s. Khiva, from  
Hongkong, arrived at London on  
the 1st February at 9 a.m.

net proceeds of sale in the first  
place in or towards satisfaction of  
such expenses, in the next place  
in payment of any rent in respect  
of which a distress for rent might  
have been levied, and in the next  
place he shall refund the balance  
(if any) to the person entitled  
thereto."



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 5th FEBRUARY, 1927.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### Headlight Dimming.

During the last few years, the question of the advisability of headlight dimming has been discussed by motorists throughout the world, and although at one time "Dimming" was deemed necessary, public opinion seems to have taken the opposite view recently. In some cases it has been pointed out that the matter depends upon the particular locality, it being claimed that in well-lighted thoroughfares cars do not need headlights, whereas, along unlighted roads, powerful lights are necessary. That argument sounds quite logical, but it has to be remembered that the actual aspect to be discussed is what is the safer practice, when passing another car by night—to dim, or not to dim?

### Local Discussion.

In view of the interest in the "Dimming" question, we shall be glad to accept upon the suggestion appearing in the letter from the Hon. Secretary of the H. K. A. A. that we publish letters in this supplement from local motorists. We believe that the general view will be in favour of not dimming, but there may be convincing arguments for either side of the question. It is understood that a regulation formerly existed in Hongkong which made it compulsory for drivers to dim, but that appears to have lapsed. May we request motorists who send us letters to kindly see that they reach this office not later than Wednesday, as the Supplement is printed before the day of issue.

### Anti-Dazzle Suggestions.

Some time ago, The London Times devoted considerable space to the question of "Headlight Dazzle" it being pointed out that drivers were often totally, though momentarily blinded by the excessive dazzle from the headlights of oncoming cars. Several interesting suggestions were made whereby this danger could be counteracted, among which the wearing of special goggles was urged. The goggles were so made that the top half of the glass was shaded green, and drivers were advised to incline the head slightly downwards when bright lights approached. Another suggestion was that a coloured glass disc be affixed to the windscreen through which the driver would direct his gaze under similar circumstances. These are, of course, suggestions which indicate that dimming should not be done, and they certainly appear to be practical. However, if motorists will respond to the invitation to submit their views, interesting and valuable opinion will be recorded.

### Motor Buses in S. A.

There appears to be a steady growth in the popularity of buses in various parts of South Africa, and British manufacturers are getting a share in it. Two of the

most recent orders placed are from the South African Government Railways and the municipality of Pretoria, the former ordering three machines and the latter two. Incidentally, in both of these cases the type of chassis chosen was the 30' 60 h.p. low load line Albion machine built in Glasgow, where engineers are bred.

### The "Jay Walker."

The above term has been popular in the United States for some years now, and refers to pedestrians who will persist in walking in the road to their own danger, and to the danger of automobile drivers. The General Purposes Committee of the London County Council now proposes that it should be made a punishable offence to "Walk to the public danger." It is stated that such a drastic change in the legal position of the pedestrian is necessary owing to the increased number of fatal accidents caused by vehicles during the last year. The Committee's Report emphasises that the pedestrian must bear a share of responsibility for the prevention of accidents. In addition to the United States, both Australia and Canada have legislation in force which aims at preventing the pedestrian from taking undue risks, and it is quite a common item to read of fines being inflicted against those who offend.

### Causes of Feaths.

The Report declares that 75% of the total deaths are caused by pedestrians wandering about the roadway, and although the pedestrian has his legitimate claim on the road, it is his duty to protect himself and use ordinary care. The Committee's suggestion seems somewhat drastic, but there is every justification for it being put into force at an early date. In the majority of traffic accidents, the blame is thrown on the motorists, and there is a certain section of the community who will always condemn a motorist whenever a mishap takes place.

### Local Application.

Take Queen's Road, for example. It is always crowded with pedestrians who will wander all over the roadway, and a motorist finds it most unpleasant in consequence. Accidents frequently occur, and in many cases, in fact, the majority of cases, it is clearly established that the pedestrian is to blame. People run across the roadway in front of oncoming traffic with sweet disregard for the consequences, at times giving the driver little chance of pulling up before his vehicle strikes them. Queen's Road East, from Arsenal Street might receive attention, it being possible to place a number of street refuges in the middle of the roadway. The experiment would be well worth trying.

## RULES AGAINST HORSE.

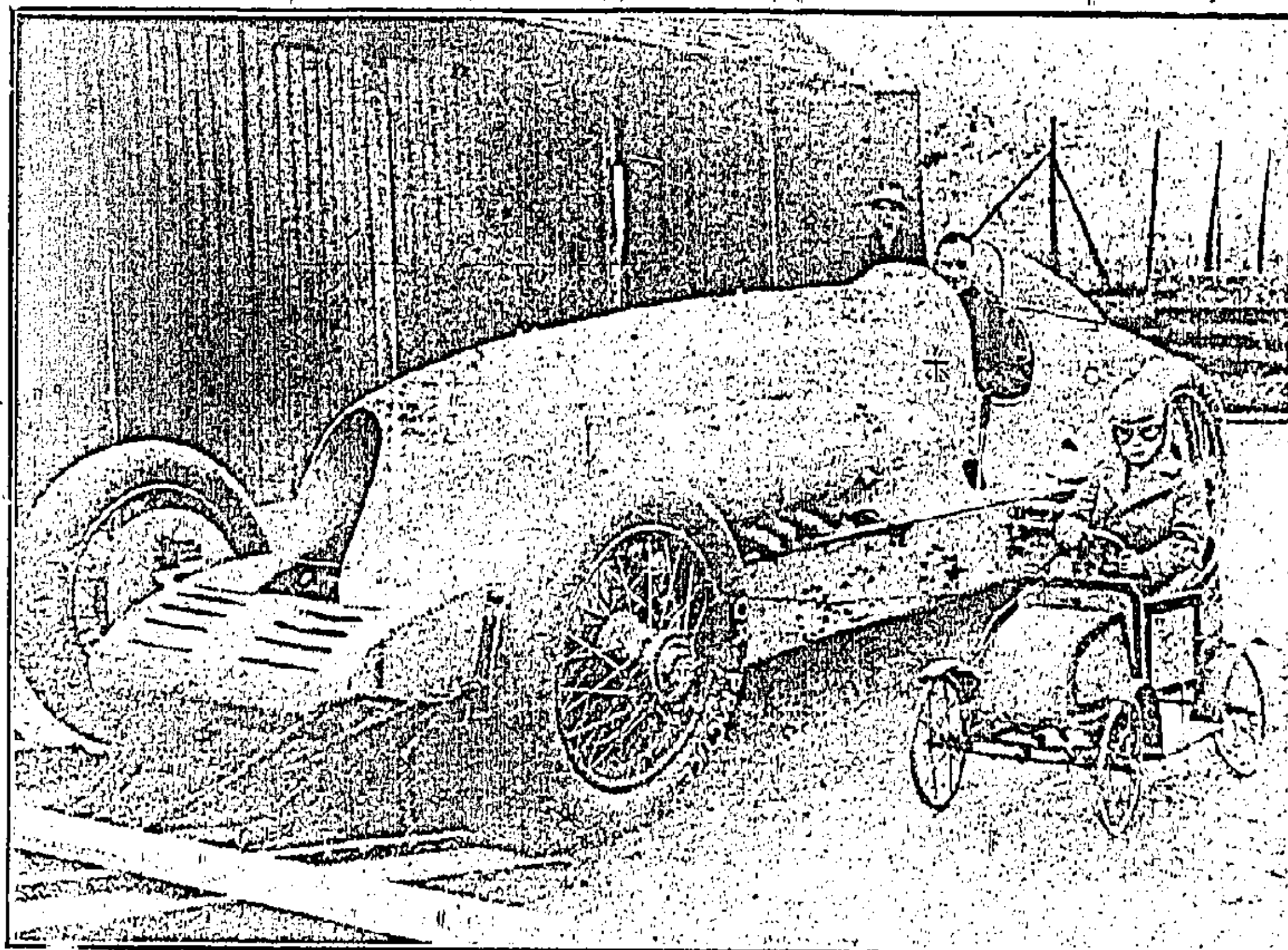
Mr. McClinton, traffic expert for the Chicago Chamber of Commerce, recommends that the horse be banned from the streets of the metropolis as a means of speeding up traffic. "One team of horses makes 100 motor trucks slow down to the pace of

## CARELESS MOTORISTS.

African motorists are said to be the most careless in the care of their cars. Their chief neglect is the storage battery which they either forget to fill or use ginger ale, soda water or any other bottled liquid instead of distilled water.

"the animals at a walk," says Mr. McClinton.

## ATTEMPT TO ESTABLISH NEW SPEED RECORD.



Capt. Malcolm Campbell at the wheel of the 460-h.p. car with which he is to attack the world's speed record on Pendine Sands. In the toy car is his son Donald.

## CORRESPONDENCE.

### Headlight Dimming.

Sir.—The question has been frequently raised by motorists returning from England concerning the local practice of dimming headlights, and for this reason, it would probably be an advantage to have the opinion of local motorists on the question. It used to be the universal custom in England to dim headlights when passing another car at night, but this practice, after being fully discussed in the Home Motoring papers, appears to have been reversed during the last two years.

Would you be good enough to publish this letter in the Motoring Supplement and open your columns for owner-drivers to express their opinion on this matter.—Yours etc.

G. E. S. UNDELL,  
Honorary Secretary  
Hongkong Automobile Association,  
Hongkong, January 31st.

## OVERHEAD-VALVE ENGINES POPULAR.

When motor cyclists meet there are many topics of conversation. Two of the most prominent are the relative popularity of o.h.v. and side-valve engines, and the proportion of solos to sidecars.

With regard to the first-named, says "Carbon" in Motor Cycling, a sales manager tells me he is selling just now four o.h.v. machines to one side-valve mount, although the former type is considerably more expensive—neither, however, are costly machines. From the same source I learnt that one-sixth of the sales of this concern are combinations, the remainder being solos, and judging by the machines which come back into the repair shop from time to time, very few of the mounts sold in sole form have sidecars fitted later.

## ROYAL MOTORIST.

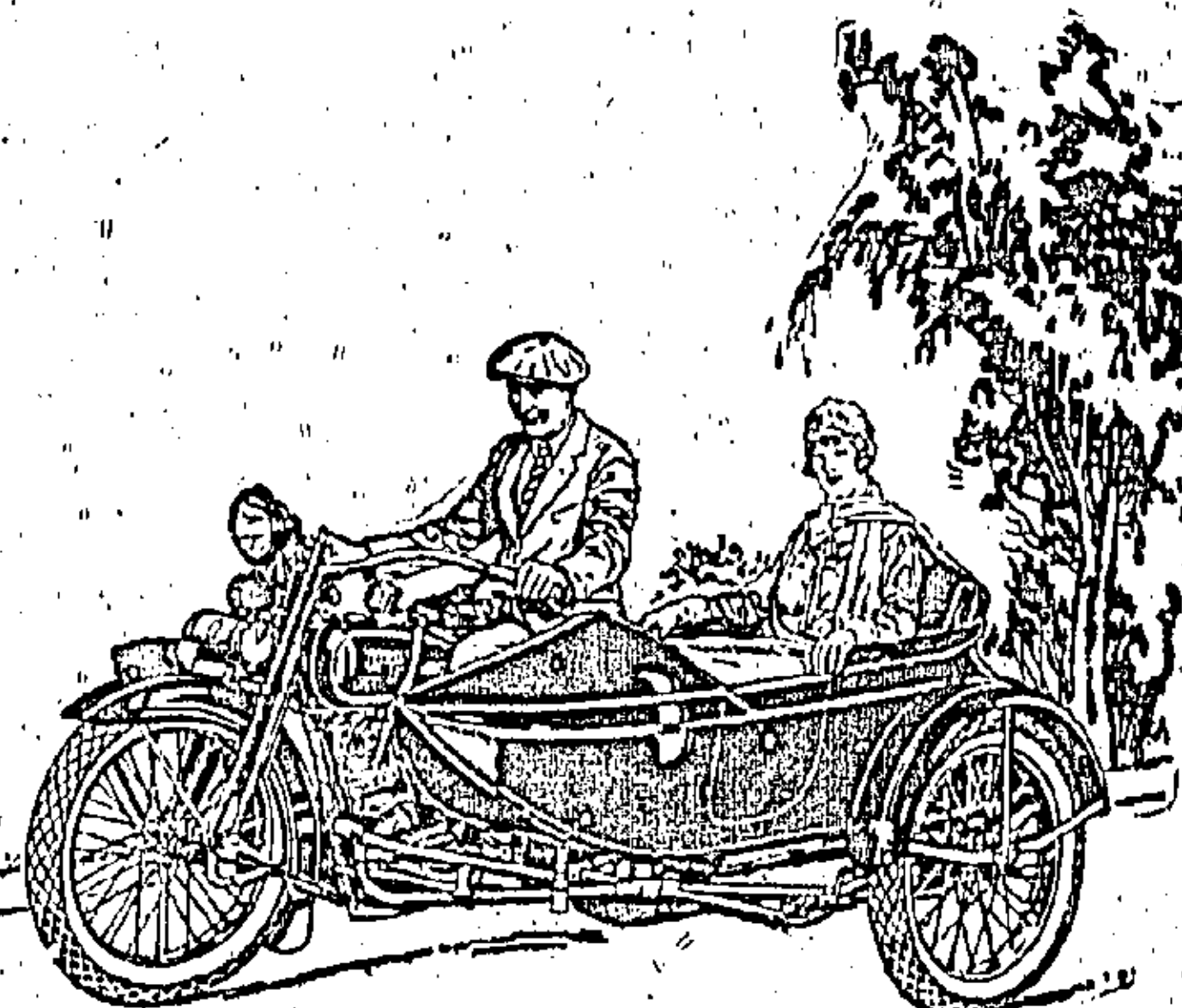
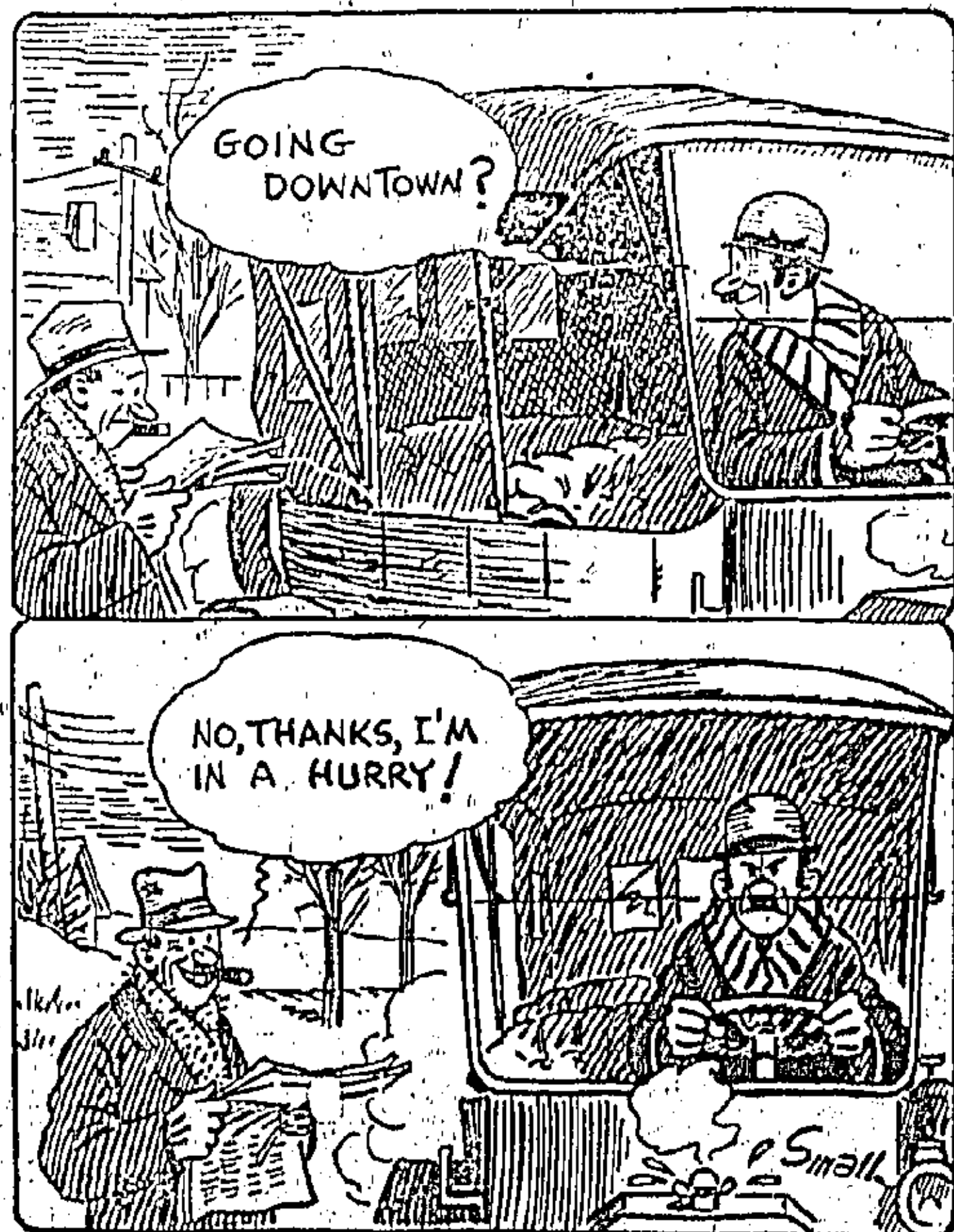
### H.R.H. Prince Henry Buys Sunbeam.

H.R.H. Prince Henry, who has owned a 6-cylinder Sunbeam for some considerable time past, has honoured the Sunbeam Co. by placing with them a further order, the car now selected being one of their 35 h.p. 8-cylinder models. This has recently been supplied to His Royal Highness by the Car Mart, Ltd. of Park Lane, W. The chassis is a standard 35 h.p. "straight eight" Sunbeam, with a specially built enclosed drive line, body, designed and built throughout at the Sunbeam Company's works at Wolverhampton. The car is cellulose finished in a soft shade of blue-grey, the head and mouldings in black, also the wings and disc wheels. The interior is upholstered in hide, with polished woodwork, and Triplex glass is fitted throughout. The front seat is adjustable, the seat and entire division sliding backwards or forwards a simple lever movement to the position desired, and the angle of the seat itself can also be adjusted. In the equipment of the car it can be said that everything necessary for the fullest enjoyment of road travel has been embodied. Prince Henry is a very experienced motorist, and many features of the car, particularly in the equipment, have been arranged specially to conform with his own ideas.

In selecting this car His Royal Highness has paid a distinct compliment to the Sunbeam Co., and incidentally to the company's 8-cylinder power unit. This 35 h.p. model, with its long bonnet line and unusually handsome coachwork, provides a most imposing looking car, with character and individuality marked in its every feature. The fine craftsmanship and beautiful finish could not be bettered.

## WELL SUPPLIED.

Addison, a small suburb of Chicago, claims to have a population of 100 residents who own 116 automobiles. The suburb boasts the title of "the leading exponent of the gasoline age."



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Have you seen the latest, greatest motorcycle—

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Gargoyle Mobiloil attains its almost incredible results as the effects of a cause; it is made to attain them.

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Gargoyle Mobiloil quality is the costliest in the world. In workmanship, skill and quality of material, nothing approaches it.

Gargoyle Mobiloil is an entirely new conception in the lubricating oil world. The typical motor-car lubricant is typical—much the same things must be said about it, though said cleverly, and said differently.

Gargoyle Mobiloil is simply different—in crude from which it is manufactured, process of manufacture and performance. It is the lubricant of such marked individuality that once used it is always used. It stands out through character and individuality embraced in fundamentals of manufacture.

A crude oil refiner makes lubricating oil. He thinks it is good. He thinks that motorists should buy it, or wishes them to. He forgets or ignores the fact that they do not know the merits of his lubricating oil as he does, and by claiming great things for it, without proving its merits, he is merely advising them to buy it.

In this world, men are not, in the main, guided by advice. They are taught chiefly by experience.

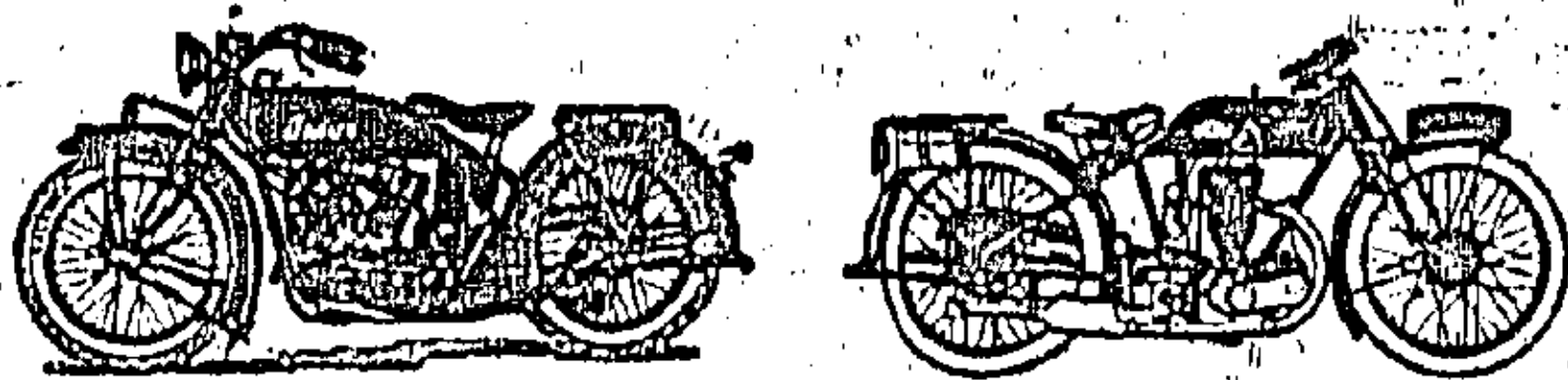
A burned child shuns the fire; an advised one does not. Experience is the proof of advice—the thing that shows people that the advice was sound.

The only possible way to prove to the motoring public that what we say about Gargoyle Mobiloil is absolutely true, is through its use.

May we suggest to you that you try the grade of Gargoyle Mobiloil recommended by us for the lubrication of your particular make of engine? Ask for our Correct Lubrication Chart.

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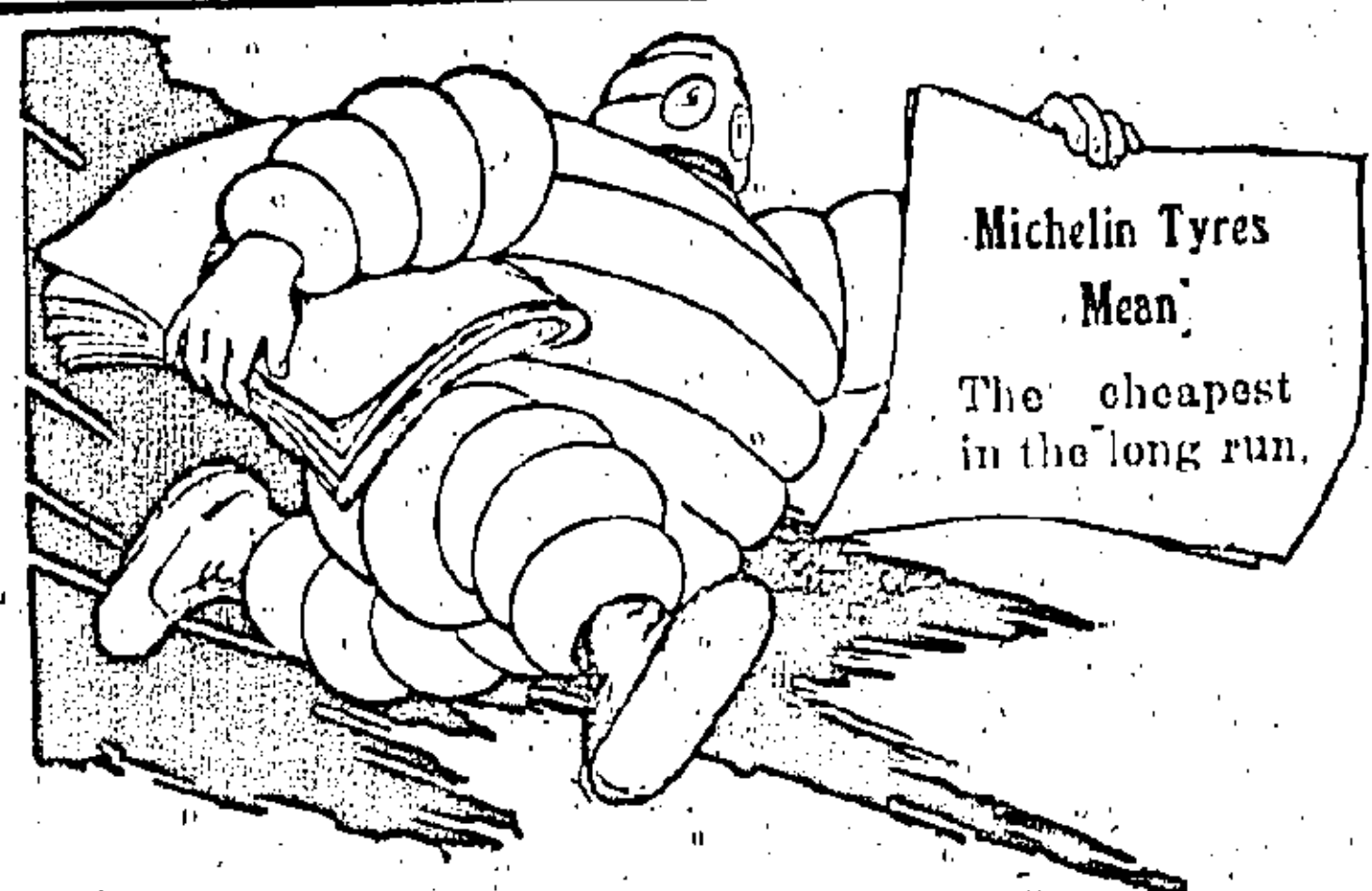
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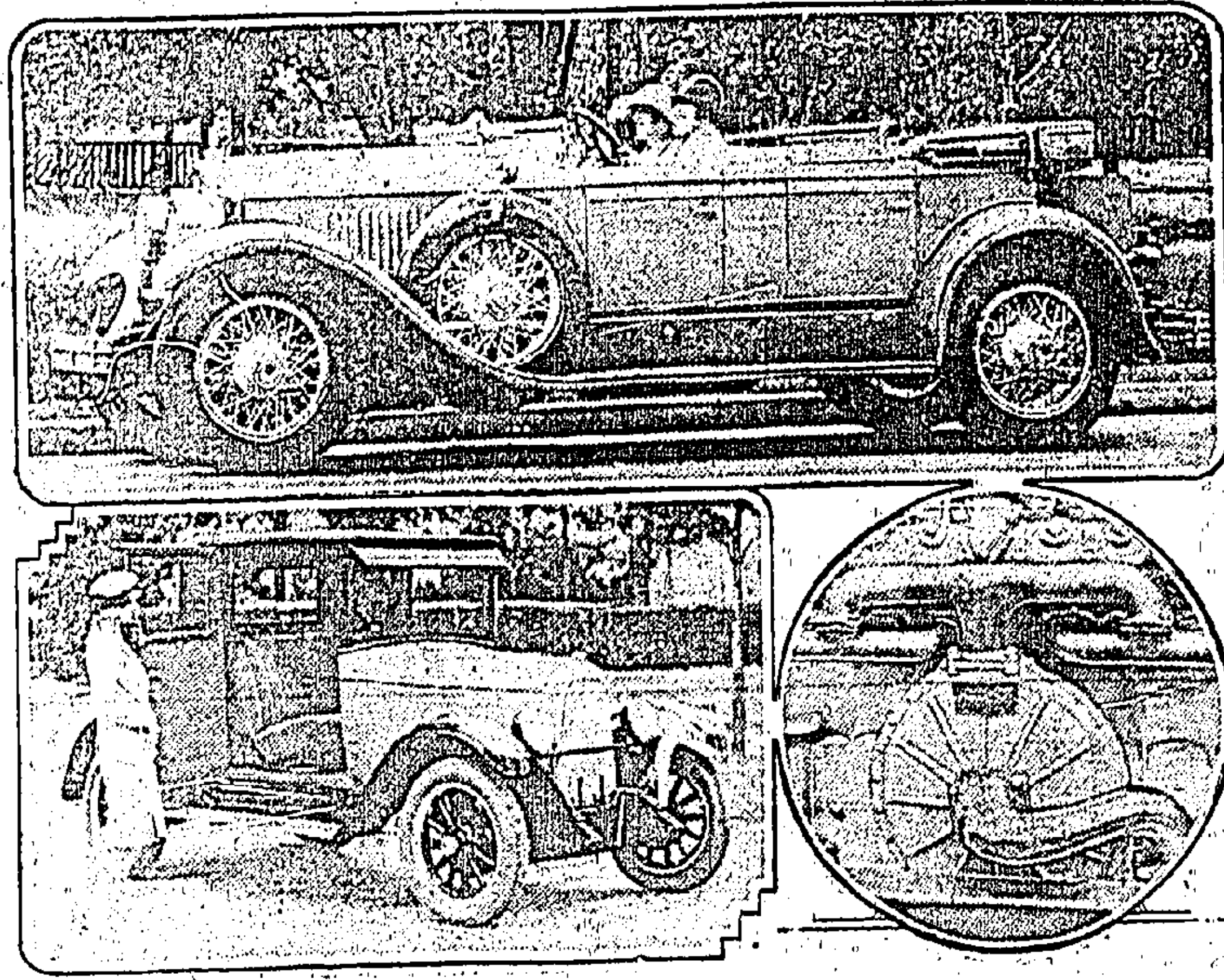
MODERN OILS FOR MODERN MOTORS

"REFINED UP TO A Standard NOT DOWN TO A Price"

## CHIEF MOTOR CAR IMPROVEMENTS OF 1926.

Ease And Beauty Come First.

Special to The Hongkong Telegraph by Israel Klein.



Pop, beauty and comfort are exemplified in the Cadillac sport phaeton shown above, representative of the dashing products of 1926, while the whippet, below, shows what is being done in the small car field, and the supercharger, right, forecasts the engineering developments soon to come.

Out of the routine of improvement consistent with the rise of any progressive industry, the outstanding accomplishment in the automobile field comes forth in the form of grace, beauty and comfort in body design.

That is chiefly what the year 1926 has to offer as its contribution to this motor age.

Yet behind this is hidden a long array of engineering improvements, every one of which contributes its little part to the major achievement for the comfort and pleasure of the motorist.

True, the appeal to the eye has won greatest favour. Dash and grace in design, a long list of striking colour combinations, lowhung chassis and even longer wheel base in some cases, help the illusion of beauty. More attention to roominess in the car, finer upholstery, even to the point of air-cushioning the seats, increase the feeling of comfort.

### MECHANICAL AIDS.

To these more or less general provisions for comfort, go the even more important technical improvements toward the same end—less crankshaft vibration, rubber cushioned spring shackles, flexible engine mountings and smoother steering arrangements.

Controls have been made more accessible, especially to the woman driver. The car itself has become more dependable.

Yet in the laboratories of the large automobile factories, researches are still going on that, when ready for public consumption, will cause as great a revolution in automotive history as did the self-starter, four-wheel brakes and balloon tyres.

### CAR CARE.

A Few Useful Hints.

(By Israel Klein.)

The most pleasant music to the ears of the driver is the sweet hum of a purring motor.

The most atrocious noise, for which there's no excuse, is the squeaking of the brakes.

Yet, it's easy to silence that noise so that the hum of the motor could be the more enjoyed. It's in fact possible to prevent such noise altogether.

Brake squealing is the result of a scraping or plowing action of metal or grit in the lining. Grit from the road, especially after a long country run over dirt highways, is excusable. But the metal dust that gets in between the brake drum and lining could have been kept out in the first place.

Metal dust comes from scratching of the brake drum by the brass wire in the "frake" lining, high rivet heads, or particles of steel from the drum itself. All this, in turn, is due to a worn-down brake lining, although engineers are

### NEW IRONS IN FIRE.

Engineers are still fussing with superchargers, which are already so far advanced toward perfection that we shouldn't be surprised at their introduction in the passenger car field, even during 1927. They are widely in use in aviation, and have been of great help in motor racing.

Their arrival in the passenger car line will mean the beginning of greater power at higher speeds, more economic fuel consumption, greater motoring facilities in high altitudes and less strain on the engine itself.

Steam cooling is another engineering feature that is promised as soon. By this process, our engines will be maintained at a constant efficient temperature, causing better vaporization of fuel, reduced piston friction, less dilution of oil in the crankcase by fuel and water, and no rusting of the cylinder walls.

Both these promised innovations lead to a third, that is already being pushed forth for the public's adoption. That is the use of an anti-knock compound that engineers say will reduce future oil consumption by as much as 40 per cent. besides increasing the efficiency of the motor.

### BODY IS SAFE.

The details that have already been perfected, in the last year, cover an increase in engine speed and compression, heavier "vibrationless" crankshafts, crankcase ventilation to prevent dilution and recover unused vaporized fuel; air cleaners and oil filters.

"The body itself, chief point of interest in the last year production, shows greater favour for the all steel construction as a safety

measure. Great revision is permitted by the thin window frames of steel. Less of a rumbling, drumming noise in the enclosed cars is noticed.

Besides providing air-cushioned seats and greater leg-room, engineers have designed the auto bodies to provide ventilation during rainstorms, with all the windows closed.

Yet the open car, especially the snappy roadster with its colourful embellishments, showed itself in 1926 as it never did before. It promises continued popularity, especially for summer touring.

SMALL CARS IS HERE. In the same field of promise is the small car, which appeared in greater style during 1926. The Whippet was the first of this type, the tendency toward Europeanizing American products, in the search for economy and efficiency. Smaller engine displacement is the chief factor here, although the car also is built on a short wheelbase, with smaller wheels and lower chassis.

This small car tendency is not confined to the four-cylinder variety, however. The Erskine Six, first to be showed here at the 1927 automobile shows, is an example of the intermediate type and the Marmon Eight, that of the higher class.

More small cars may be expected within the next year. In fact, it is the prediction of Thomas J. Little, Jr., president of the Society of Automotive Engineers, that the small six and the larger, luxurious and expensive car will be the prevailing models of the future. Even the popular four will die out, he says, in favour of the economical six.

now designing brake drums so that the rivet heads are sunk a little deeper, to avoid contact with the metal of the lining.

Rubber or felt liners and metal shims under the lining are now being used to avoid squealing brakes. Harder, high-carbon steel is being utilized for the brake drum, now-a-days, assuring true circularity of the brake bands.

It is sometimes the least divergence from true circularity that causes brake bands to wear down at one point and cause squealing. The wearing part, then, should not only be hammered to shape, but should get a rubber liner, or a metal shim under the lining between the rivets, to make up for the wear at that point.

Use of a lubricant is not advised by automotive engineers to take the squeal out of brakes. Sometimes dry powdered graphite, which will not collect dirt, is applied, but even this is only a makeshift.

Application of an oily or greasy lubricant is dangerous. It often leads to violent seizing of the brakes, causing uncomfortable driving and perhaps serious damage to the car. Sheared rivets might result. Goats might be stripped, and even a broken axle might be the disaster.

Nine-tenths of the brake jobs that come to the service stations, it is estimated, are found to have no free movement at the external rear anchor support of the brake. The result of this is lack of contact between drum and lining at the rear, while high pressure is applied at the front of the brake.

This is like a brake lining out of true, causing hard steel particles to be ground out by the brake action, so that squealing is the result. If the rear anchor support is eased up a trifle, it will permit the lining to come into contact with the drum at that end, to even up the pressure all around.

Of course, all foreign matter between drum and brake lining should be removed, and if the drum is scored it should be smoothed down with emery cloth. If the band is worn down, it should be renewed, and if it isn't perfectly concentric with the drum, it should be hammered down to conformity.

True circularity of the band can be tested by applying the brake and trying to insert a thin piece of metal, like the blade of a knife, between the lining and drum to find any spot where the lining fails to grip the blade.

## IN MY GARAGE.

Abolishing Dirt And Drudgery.

### HINTS FOR THE OWNER-DRIVER.

Among these many motorists who own their own garages, portable there are relatively few who really trouble to equip those structures with the few little essentials that tend to assist them both in cleanliness and comfort.

When I first started as a motor enthusiast, a matter of twenty years ago, I felt that it was part of the business, and the hall mark of the skillful chauffeur, to live with somewhat dirty hands, and to be continually seen, with grease and oil up to the elbows.

ENSURING CLEAN HANDS. Now I am sure that most of us have changed our ideas completely, and it is possible, with even a little care, to keep the engine of your car in such a state of cleanliness that, to use a hackneyed expression, you might eat your dinner from it. Many of us do not take that same care of the garage, or even of ourselves when working there.

I am by no means a kid-glove motorist, but I feel that it is easy to work under cleanly condition. In the first place, before touching the car, I put on a suit of oil-proof overalls, made of a closely woven canvas. Then I fill my finger nails with soap and smear a little soap on my hands. This is a simple process, and enables you, no matter how greasy you may get, to wash away all traces of dirt with the greatest ease.

And then I have got past the stage where I found pleasure in lying on a greasy floor. There are never more than a few spots of oil at the most, lying about my garage, for, as soon as the car is set to rest, I place a shallow tray about 2 feet 6 inches wide and four feet long, under the engine. In this tray is a little sand. This not only is the floor kept clean, but the oil that falls into the tray is easily removed.

When it is necessary to get under the car, I use a small wooden trolley. This is made of a piece of board about 18 inches by 24. I have had a piece of old carpet tacked to it, and it is fitted with four furniture castors.

I can lie on my back and propel myself where I will with my hands, and this alone saves a deal of elbow scraping, and bad temper.

FILLING UP. Years ago I used to fill my petrol tank by means of a funnel and a wash-leather, and, more often than not, a deal was spilt on the floor when the can was inverted. Now, for a few shillings, I have a small siphon which screws into the spout of the can in the place of the stopper, and by means of which I can pour without any suspicion of dripping, and, at the same time, there is, in the spout, a gauze which filters the spirit.

For a few more shillings, I have a couple of glass oil containers, also fitted with spouts. Each of them holds a quart, but it is marked on the side for the pint and also the half pint measure. I fill these by means of a moderately-priced oil pump, which fits tightly to the side of the oil drum, and which also is proof against dripping.

LABOUR SAVING. Cotton waste is cheap, and I keep a big supply of it. When I have finished with my tools, I drop them into a tray of petrol, and, with a small scullery mop, it is easy to get away every bit of grease. I then place them to drain on the cotton waste, and, in five minutes, I can handle them without any fear of getting dirty.

When I swirl down the place, only a little sand and a long handled mop are necessary to give the floor a thoroughly good cleaning, for it rarely gets very dirty. And without this dirt, the labour that falls to the lot of the owner driver is reduced to a minimum.

I do not need any patent mixture of sand and soap with which to clean my hands. I can wash off all the dirt that has collected with a little hot water, and a nail brush.

And today, with pressure grease systems, the dirtiest of all the odd jobs has been eliminated—the filling of grease cups. Motoring is now a pleasure, and it is possible to own and care for a car without making oneself a martyr to garage drudgery.

Singapore Free Press.

## JUST LIKE HOME.

Like Owner, Like Car.

It is a pleasure to enter a home that is well kept, well arranged and breathing an atmosphere of comfort and cheer.

It is as much a pleasure to enter the automobile of a friend and find it just as cleanly kept and comfortable as the home you visit.

Not only is such a car good to look at from the outside, but it is pleasant to ride in it. The carpet and the upholstery are brushed clean, the dust is cleaned off the frame parts. No spare tools, or other paraphernalia are lying around.

Such a car is a real home on wheels.

How many automobiles are there in this class? Too many are just means of travel, neglected in appearance, inhospitable and cold.

Yet there's no reason why an automobile, especially of the closed type, should not be kept as clean and attractive as any home. It is home itself taken into the country with us, when we go out for a ride. It keeps us comfortable and in good humour on the road. It can do so, at best, when it can reflect comfort and pleasure.

That's the physical reaction of a clean car. Mentally, a well kept automobile is a mark of the character and spirit of its owner.

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| Sports-Roadster.....    | 1,550        |
| Country Club Coupe..... | 1,570        |
| Victoria.....           | 1,660        |
| Custom Sedan.....       | 1,710        |
| Custom Berline.....     | 1,780        |

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| Sports-Roadster.....       | 2,000        |
| Fire Chief.....            | 2,090        |
| Victoria.....              | 2,120        |
| Custom Brougham.....       | 2,170        |
| Custom Berline.....        | 2,240        |

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| Duplex-Phaeton.....        | Gold \$2,160 |
| Brougham.....              | 2,440        |
| The President Sedan.....   | 2,660        |
| The President Berline..... | 2,740        |

All prices include wheel brakes spare wheel, tire and tube, windshield wiper, kindview mirror, cigar lighter, bumpers, spare horn, tools etc., etc.

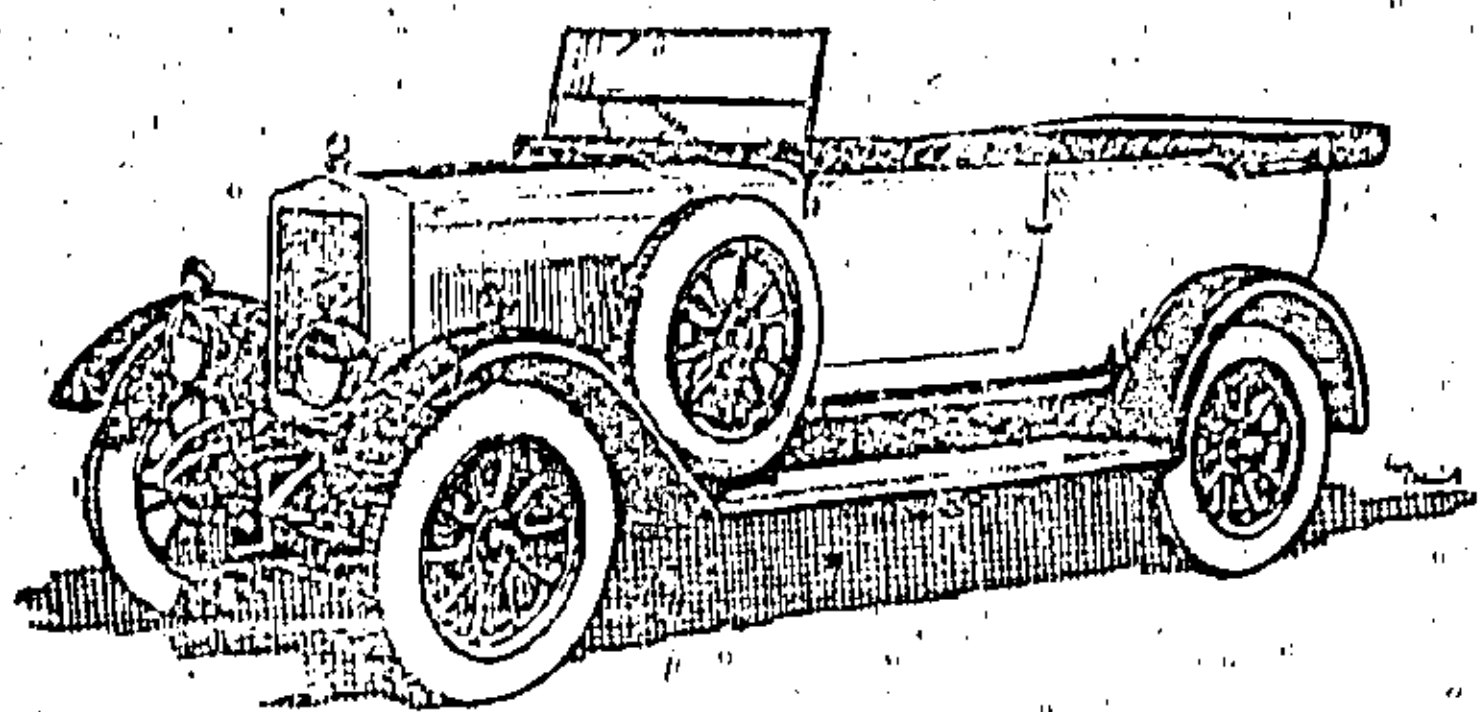
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## HINTS FOR THE MOTORIST

ALBERT L. CLOUGH  
BEWARE OF DEADLY EXHAUST GASES.

Here is a vital safety first rule that should be followed implicitly: Don't remain or allow others to remain in a garage or other building, in which a motor car engine is running and omitting its exhaust, unless the doors or windows are wide open or the fullest degree of ventilation is otherwise provided. Failure to observe this rule may result in being "Gassed," with results ranging all the way from slight headache and dizziness to fainting and death and the worst of it is that the victim often does not realize his condition until too late, so insidious is the effect of the deadly carbon monoxide gas given out by the engine. In warm weather, danger from exhaust gas poisoning is not great, for doors and windows are generally kept open, there is then adequate ventilation and the poisonous gas is present in the air breathed in too small proportions to do harm. But in winter there is a temptation to keep a garage tightly closed against the cold and to remain inside, while the engine is being warmed up or tried out, with no ventilation at all provided. This is a most dangerous practice, which has cost a great many lives not to mention innumerable less tragic toxic effects which have resulted from it. The smaller and tighter the garage and the longer time the engine is run and the person exposed, the greater the danger. The exhaust from a cold engine, just being started, is especially dangerous, as the mixture is over-rich and the combustion very incomplete, thus raising the proportion of deadly gas in the exhaust. The only condition under which an engine can safely be run in an unventilated garage, is when the exhaust is led out into open air. A rubber hose, with one end tightly slipped over the muffler tail-pipe and the other passed through a hole in the wall or through a window or crack in the door, can be easily arranged.

#### SAGGED FRONT SPRINGS.

Question:—My car is down on both front springs, but is lower on one side than on the other. When I jack up the spring on the low side at its about centre, it brings the car nearly

level. Would it be advisable to put in a new spring on this low side and would this impair the running of the car?

Answer: It would be all right to replace the spring on the low side but we are afraid that this would make the other side low, but perhaps not enough to be very objectionable. You might make this replacement, see how the car sits and if it not level enough to suit you, replace the other spring also. It does not make much difference in the running of a car if there is considerable difference in set of the two front springs, but of course, if they become so flattened that something is likely to strike, in going over bad bumps, it is time to replace them or take them off and have a springmaker re-chamber the leaves to their original curvature. Generally it is cheaper to replace than to have this work done.

#### SQUEAKING COWL BOARD.

Question:—How can I prevent the squeaking of the instrument board of my sedan?

Answer: Loosen the bolts which hold it in place, squirt a little very thin penetrating oil around them and upon the parts of the board where it bears upon its supports and retighten the bolts. When the oil reaches all points where rubbing occurs, squeaking should cease.

#### CLICKING SPEEDOMETER SHAFT.

Question:—How to keep his speedometer shaft from clicking.

Answer: Detach the casing at its two ends, draw out the shaft and smear it all over with special speedometer lubricant or even with thin grease, replace it and connect the casing taking care that the ends of the shaft engage properly.

#### REMORSE.

By C. A. Potts.

The other night James came to my rooms and, throwing himself gloomily into my most comfortable chair, called loudly for a whisky and soda. "What's the matter?" I asked, as I poured him out a stiff dose of his favourite physic. "Why this harassed look? Has the Bank at which you keep your overdraft gone broke, or has the laundry destroyed your other collar?"

"Listen," he interrupted. "I've got to tell somebody—or I shall go mad."

"Have you ever been afraid to venture out in daylight?" he said. "Have you ever known what it is to sink down side streets and avoid your usual haunts because you were afraid of meeting someone? Have you lain awake at nights expecting every minute to hear a ring at the bell and to receive a call from one who you know was seeking your blood? If so, you will realise what I am going through now. I tell you I can't stand much more of it. My nerve's going. I start at the slightest sound. If I hear a car in the distance I hide until it has passed. I hid in a strange garden only this morning and the dog bit me. I dare not go to a restaurant or a theatre in case I meet him. A great fear hangs over me always, like the sword of Thingammy."

He finished the whisky in one great swallow and held out his glass for more. I noticed that his hand shook.

"James," I said, slowly, "I've known you man and boy for several months, and, in spite of your many faults, I have a kindly feeling for you. Your secret is safe in my keeping. Is it murder, bigamy, forgery, mayhem, bar-batry or mere breach of promise? Come, confess."

"Thanks, old man," he murmured, wringing my hand warmly. "I knew I could rely on you. Listen."

He drew nearer, and, with a fearful glance towards the door, whispered his awful secret in my ear.

"You know that old car of mine," he said. "Well, I've sold it to an absolute novice. He lives quite near and . . ."

There was a ring at the front door bell, and before I could turn round James had vanished through the window, leaving behind him half a tumblerful of perfectly good whisky and soda. The Morris Owner.

#### 5000-MILE ROAD.

From Cairo To Cape Town.

The Great North Road which leads from Cairo to Cape Town, nearly 5000 miles distant, is now officially deemed "an accomplished fact."

The last stretch between Bulawayo and Nairobi, a distance of

2500 miles, has been opened. It completes the last link in the great-African highway.

Lord Wilton and Major W. Hibbert claim the honour of being the first through the 2500-mile stretch. They made the distance at a "comfortable" rate in 10 days. They had no difficulties with the car or the road.

As yet there are no reports of any traveller covering the entire

distance from Cape Town to Cairo, but sections are in daily use.

Motorists are advised to carry rifles and shotguns and a large stock of ponies as equipment. The guns are for protection against wild animals and the ponies for natives.

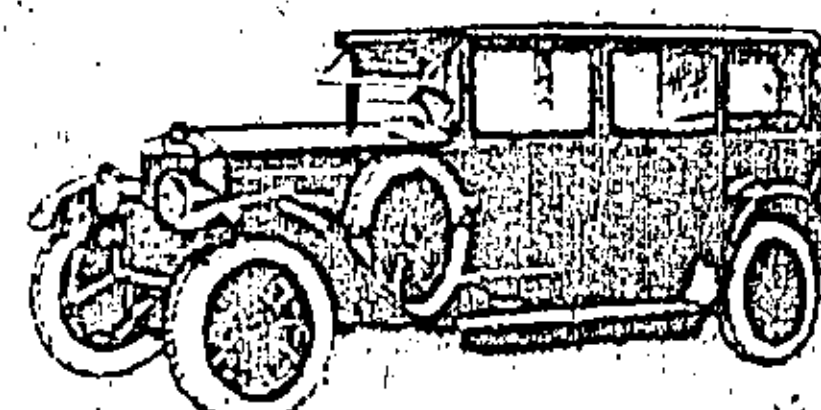
Whenever any assistance is required along the road, it is necessary for the motorist to engage almost the entire population of a native village.

# FIAT

Deferred  
Plan of Payment  
30% down  
Balance by  
arrangement.

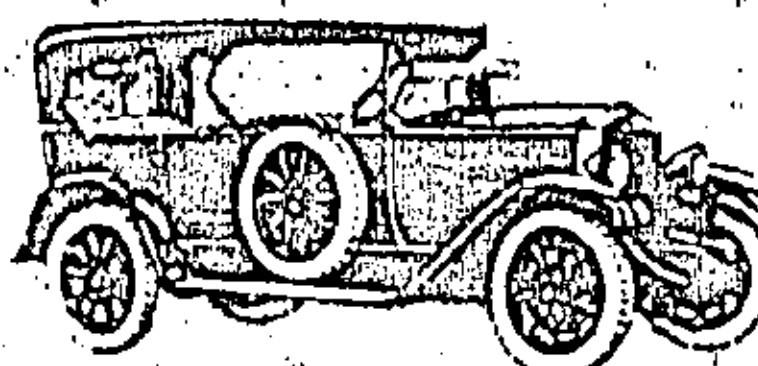
Deferred  
Plan of Payment  
30% down  
Balance by  
arrangement.

FOR EVERY CATEGORY OF SERVICE



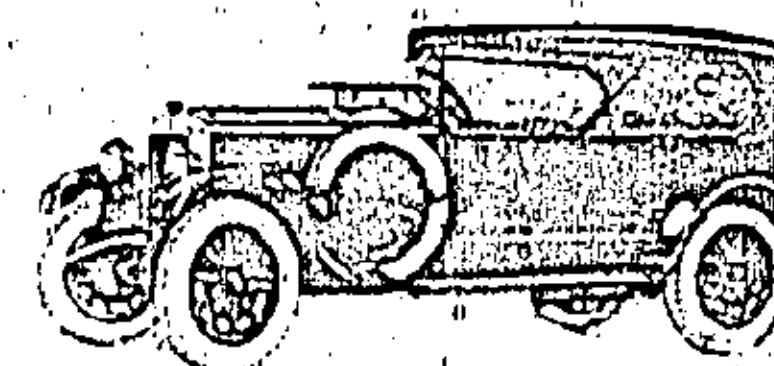
519, 40 H.P.

THE HIGH-CLASS CAR

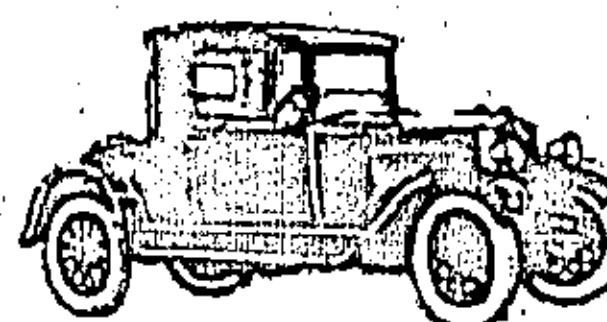


507, 15-20 H.P.

The Cars of  
HIGH POWER  
5/7 Seaters

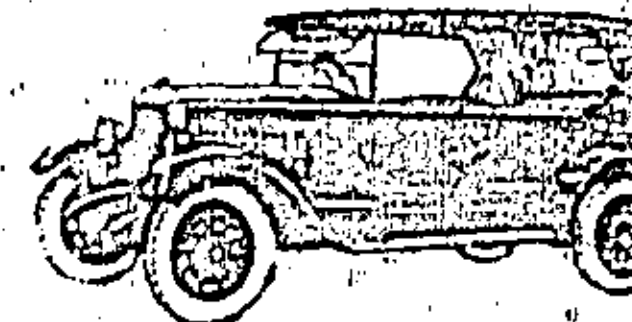


512, 20-30 H.P.



509, 9 H.P.

The Cars of  
HIGH UTILITY  
4/5 Seaters



503, 12 H.P.

Sole Agents for Hongkong, Canton and Macao  
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.,  
Managers—A. GÖEKE & COMPANY.

TEL. C. 2221

China Building 3rd Floor

TEL. C. 2221

## For the first time! Only four oil changes a year

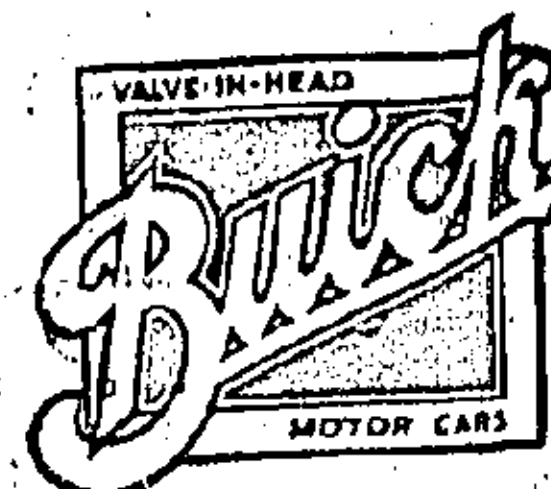
It is no longer necessary to drain crankcase oil every 500 miles. Four changes of oil a year are enough, when you own a 1927 Buick.

The crankcase in the 1927 Buick is vacuum cleaned! A vital new improvement—the Vacuum Ventilator—draws all the crank case vapors out into the open before they have an opportunity to do harm.

Now, all that is necessary is to add oil occasionally and change 4 times a year, simply as a super-caution.

The problem for years has been to stop oil dilution. And now Buick has accomplished it!

Come in and let us show you the Greatest Buick Ever Built!



## The GREATEST BUICK EVER BUILT

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.

Sole Distributors for Hongkong and China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.  
Authorised Sales and Service Station... Happy Valley

#### For Big Lorries and Heavy Loads

Where long hauls are made with few stops, Firestone Non-Skid, Hi-Type Tyre is the accepted best fitting.

Its performance shows proved records for long mileage, lorry-cushioning and a sure hold.

The design allows the tyres to keep cool, and the tough resilient compound is well suited to long distance travel. The broad tread formation insures safety and good traction.

# Firestone

Non-Skid, Hi-Type Tyres

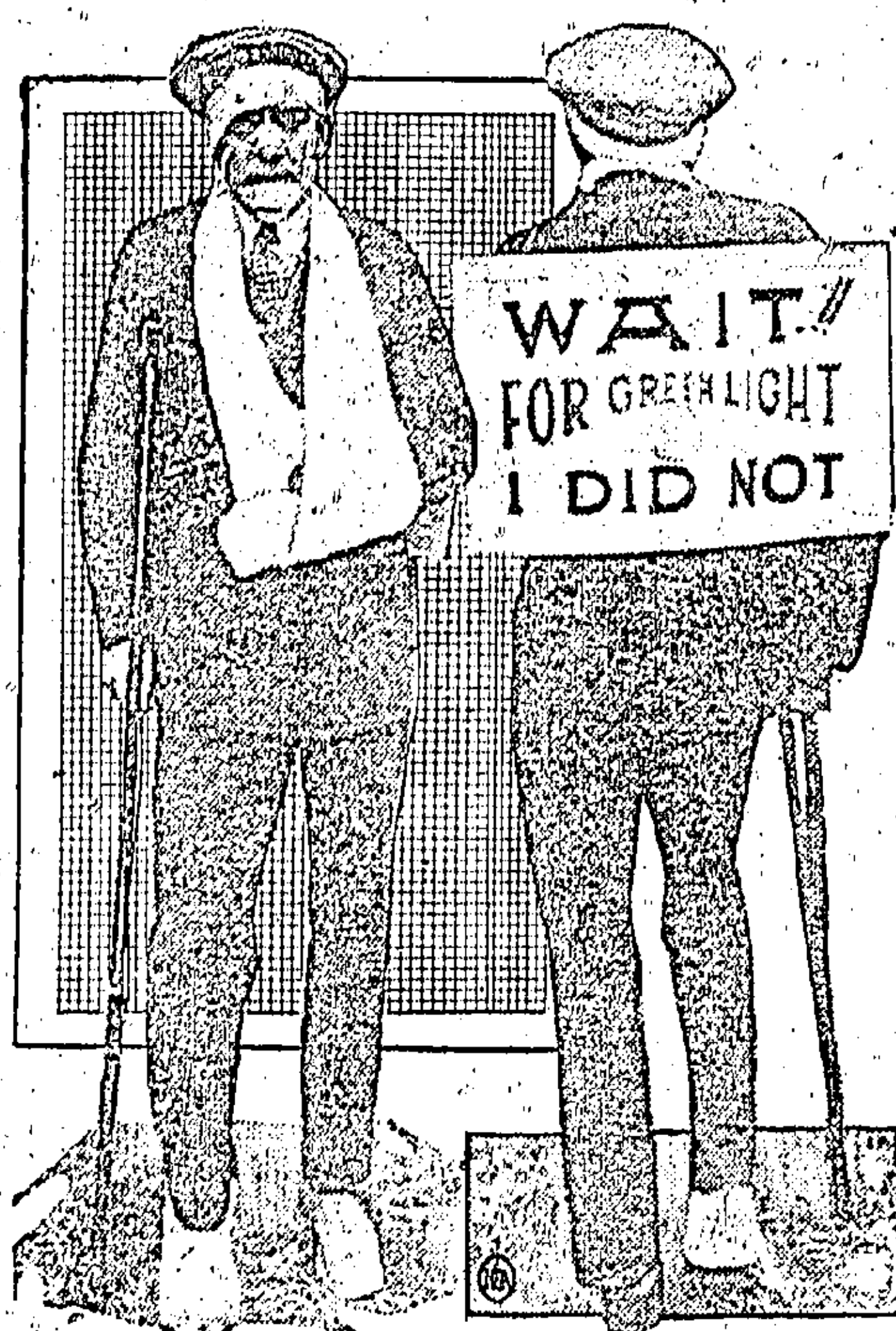
The Dragon Motor Car Co., Ltd.

Telephone Central 1245 or 1247

33, Wong Nei Chung Road, Happy Valley.

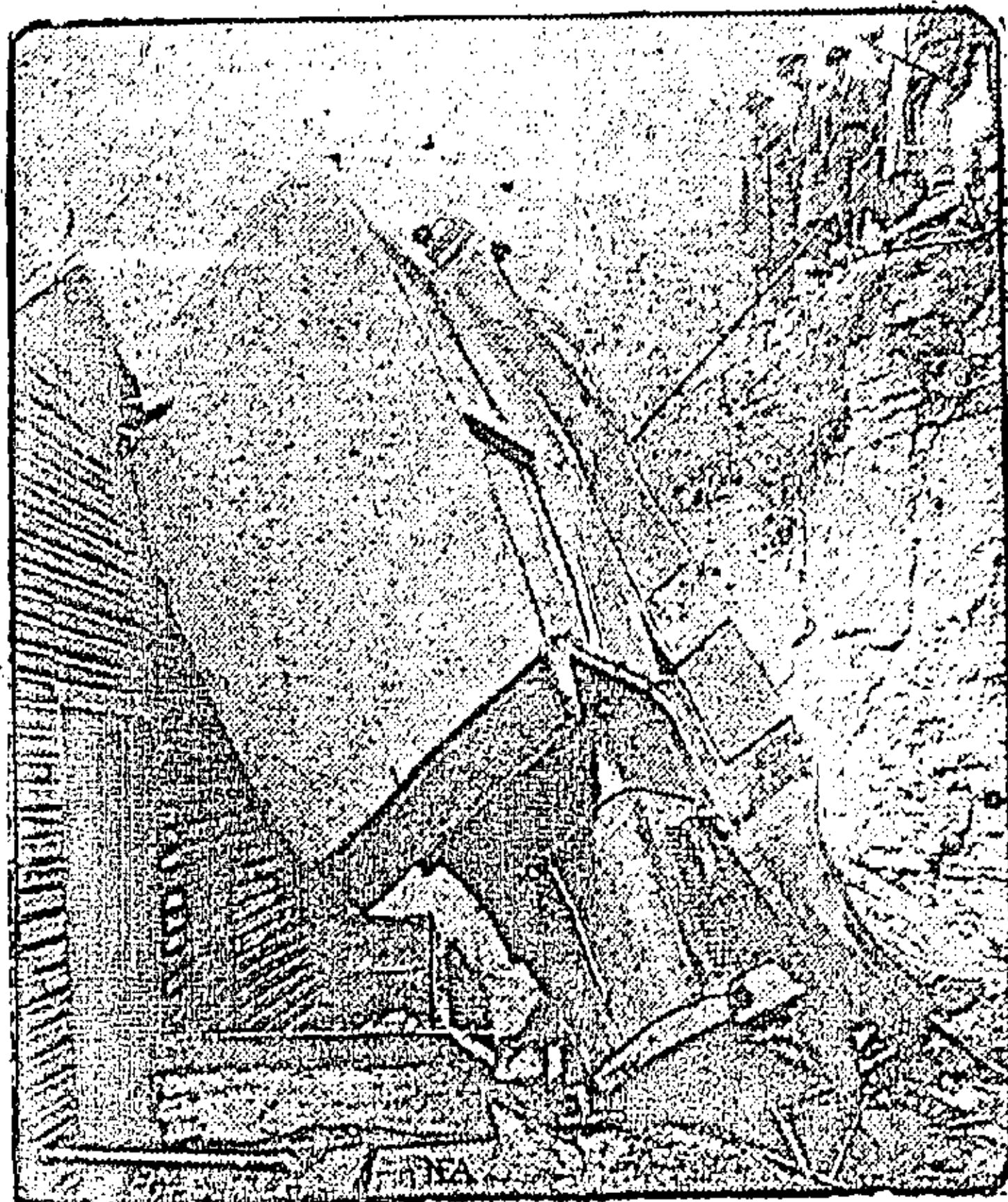


## AN EFFECTIVE WARNING.



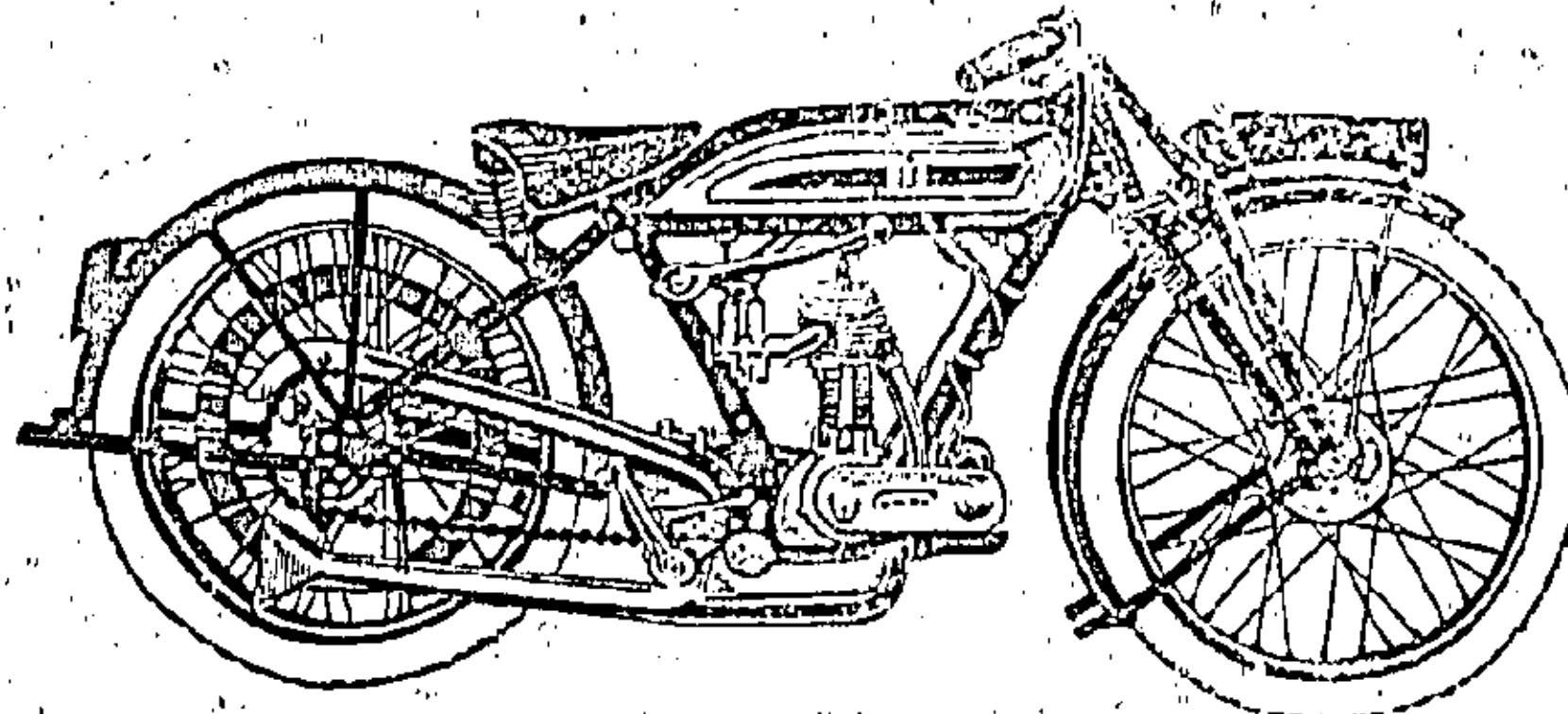
Pedestrians in Springfield, Ohio, U.S.A., are getting a new and effective warning against jay-walking. With the approval of the local Auto Club, one of the members has donned bandages, taken a crutch, and strapped a sign on his back, and in this garb parades the downtown street in a campaign to reduce traffic accidents.

## A WONDERFUL ESCAPE.



This car crashed 40 feet over a parapet at Joliet, Ill., U.S.A., the girl who was driving escaping unhurt.

This is how Alex. Ross and Company's system of purchasing out of income works on Triumph Motor Cycles.



You pay as a deposit, one quarter only of the full catalogue price; insurance and bank charges are added on the balance only, which is then divided into seven-monthly payments. The cycle is delivered to you ready for the road and you ride while you pay. You have the pleasure and don't miss the money.

This offer is for a limited time only.

(STOCKS CARRIED)

Alex. Ross & Co. (China), Ltd.

Sub. Dealers

Kowloon Motor Car & Cycle Exchange Company

## NEW SPEED TRIUMPH.

## The New Two-Port O.H.V. Model.

Ever since Dame Rumour set the news going the round of motoring circles that the Triumph Company were definitely going into production with their new speed model, inquiries have reached them from the seven seas, and the interest, which has been created, has been well-nigh overwhelming. As is well known, its prototype is a machine of countless records and success at Brooklands and other important speed meetings. The bore and stroke of this speedy and imposing machine are respectively 80 mm. and 99 mm., giving a cylinder capacity of 498 c.c.

The power unit is obviously a Triumph in more ways than one. The combustion chamber is hemispherical, and the cylinder head is detachable. The overhead valve rockers are mounted in roller bearings drilled to permit the free passage of the oil rush, which ascends the tubes housing the push rods.

Lubrication is provided by the Triumph mechanical oil pump, which is in addition to the auxiliary hand pump. An exhaust valve lifter and also a decompressor are incorporated, while above the chain-driven magneto an Amec racing type carburettor is fitted to a long induction pipe.

The gate gear-change makes it an impossibility to go beyond the required position when changing up or down, as only one step can be taken at a time. Gears cannot be missed, which is an important feature for con-

sideration when the machine is used for racing, particularly over uneven patches.

The gear-box is of the constant-mesh type with a special selected mechanism incorporating a locking gear.

Both main and lay shafts are mounted in ball-and-roller bearings. The clutch is of the multi-disc type exclusive to this model. Internal expanding brakes are fitted, front and rear wheels; the latter is operated by a pedal conveniently situated in relation to the footrest. An exceptionally strong frame is used incorporating Triumph new pattern front forks, into which is introduced a single-tension spring, bridge-top links, independent girders, fabric friction discs being fitted to both pairs of links, providing large bearing surfaces and a ready means of adjustment for side play. Press steel silencers, which have stiffening ribs to prevent

## MORE AUTOMOBILES.

The number of automobiles licensed in Alberta, Canada, for the first 10 months of 1926 totalled 64,000, according to the deputy provincial secretary. This is an increase of 11,000 over the same period of last year.

drumming, are fitted to each of the two straight-through exhaust pipes. Over 2 gallons of fuel in addition to 2 pints of oil can be accommodated in the new pattern Triumph tank, and this model is shod with 26 by 3.25 in. Dunlop cord tyres. Altogether it is an intriguing specification which is the outcome of endless experiments, and incorporates the vast experience gained both on road and track during the exhaustive tests to which this new Triumph model has been submitted.

## GOOD LONG ROAD.

The Lincoln Highway between New York and San Francisco, 3142 miles long, has been improved on all but 41 miles of its entire distance. The entire length is uniformly marked with characteristic signs.

## A MONTH'S TAXES.

The state of North Carolina collected \$830,251 in gasoline taxes, automobile title registration fees and automobile license receipts during the month of November, according to the state department of revenue.

DOUBLE IGNITION SYSTEM  
VALUABLE FORD FEATURE

All Ford cars and trucks equipped with self-starters have a dual ignition system. This is provided by the Ford magneto which is built into the motor, supplemented by the usual generator-battery electrical system.

This feature is one of great importance in a country like China where facilities for charging batteries are very limited.

The Ford car can be started and operated without a battery and the car will continue to be serviceable and will run satisfactorily if for any reason the efficiency of the battery is destroyed. Cars in the interior especially need double ignition as it is an insurance against electrical trouble.

Buy the dual-ignition Ford and get a car that can always be depended upon to run.

*The Ford is the Logical Car for China.*

ON OUR WAY TO 15,000,000  
FORD BUSINESS IS GOOD

TOURING CAR

H.K. \$ 1,220.00

COUPE

H.K. \$ 1,620.00

RUNABOUT

H.K. \$ 1,175.00

TUDOR SEDAN

H.K. \$ 1,640.00

ANDREW HARPER

Authorized Ford Dealers

Chatham Road, Hunghom, Kowloon: 6 Queen's Road, Central

HONGKONG

Telephone: C 4895 and K 1216

Alex. Ross & Co., (China) Ltd.

Sub-dealer

Bank of China Building, Hongkong

*Ford Motor Company*

Detroit, U.S.A.





## B. S. A. MOTOR CYCLES

gained the following awards in the recent English

## INTERNATIONAL 6 DAYS TRIAL

## SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

## ALSO MANUFACTURERS' TEAM PRIZE

## CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

## THE SINCERE CO., LTD.

SOLE AGENTS.

## ATTENTION

## FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

## GASOLINE and TYRES

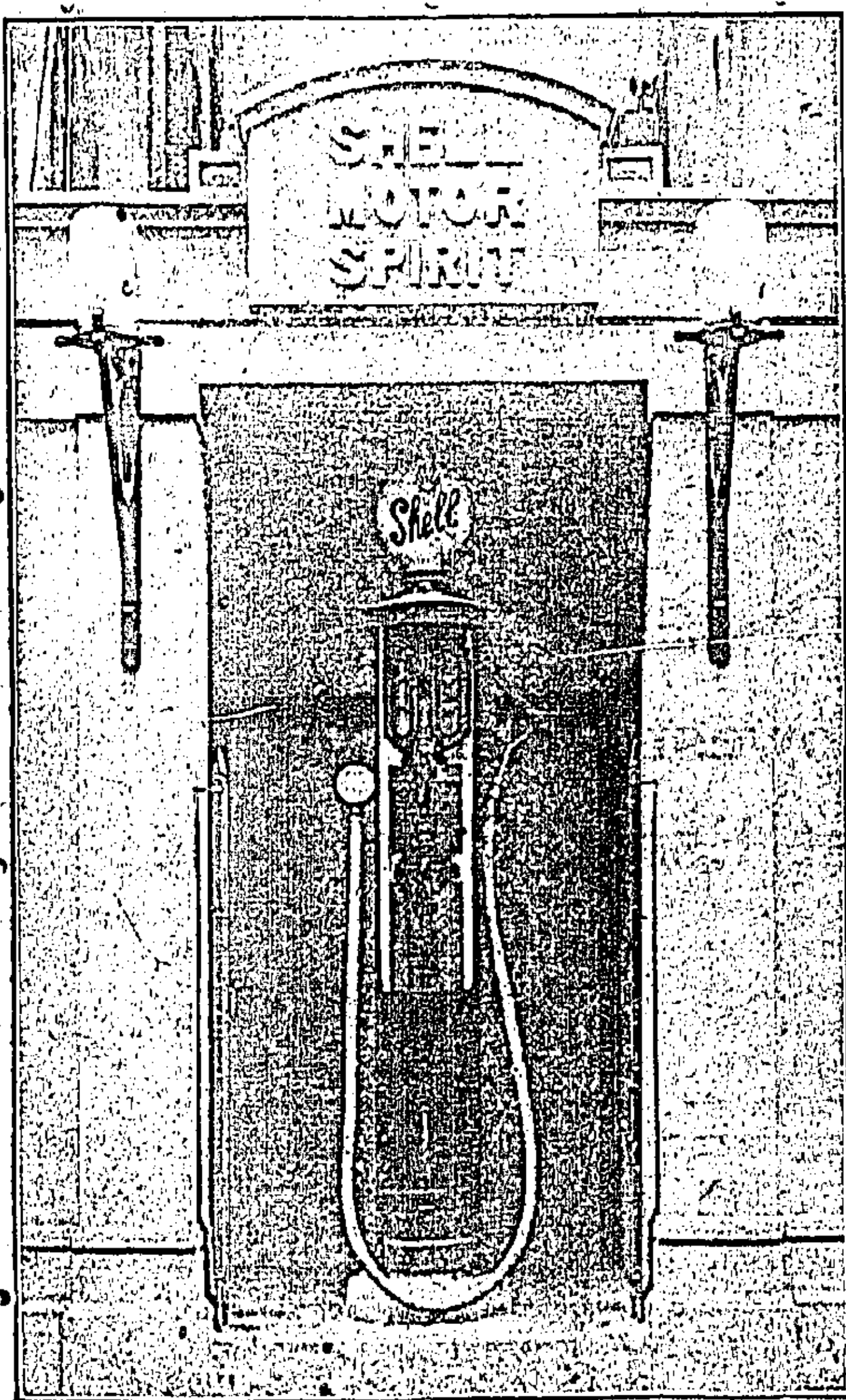
## AT REDUCED PRICES.

## ANDREW HARPER

## AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C. 4895.

Chatham Road, Hungham... Tel. K. 1216.



## "SHELL" PUMP

Situated in Douglas Street

Des Vœux Road Central, and opposite The Douglas Steamship Wharf.

The Asiatic Petroleum Co. (S. C.) Ltd.

## THE 1927 CAR.

More Luxurious, and Brighter Colour.

## EXPERT OPINIONS.

By Alfred Reeves.

General Manager, National Automobile Chamber of Commerce.

While last year supplied a large number of improvements on motor cars, 1927 will bring forth many more changes to maintain America's leadership in offering record values in motor vehicles.

The past year has noted the following: 1—Decrease of dark-colored cars which are being replaced by brighter colors and a lacquer finish that improves with age.

2—Air cleaners that prevent dust reaching moving parts.

3—Oil purifiers that eliminate the grit from the oil in the crank case and permit its use for a longer time.

4—Crank case ventilation which involves the forcing of air through the crank case, evaporating fuel that has passed the rings to prevent dilution of the crank case oil and decreasing tendency for the condensation of water.

The year 1927 will, probably see:

1—A demand for varying colors that will surely disturb the manufacturer who is trying to maintain quantity production.

2—An increasing number of small cars of merit.

3—More luxurious and more convenient bodies because the woman is the big factor in motor car sales and she demands closed types of individuality.

4—Mechanical improvements that will substantially increase the life of motors and gears.

5—Motors of at least the same power as at present but with improved carburetion that will permit of greater gasoline mileage and more rapid acceleration so necessary for safety in congested traffic of today.

6—Improved steering that will make it easier to handle balloon-tire equipped wheels and particularly needful to work in and out of parking spaces.

Exports will increase. Production of passenger cars is expected to maintain about as at present, with probably 600,000 going to foreign countries.

Buses and trucks sales will increase, be more modified in size, in weight and in speeds and will continue to add their special facilities to the transportation needs of persons and merchandise.

By C. W. Nash.

President, Nash Motors Co.

It is my belief that the most outstanding improvement the automobile has undergone during the past year was the adoption of the seven-bearing crankshaft motor by cars in the medium-priced field.

This type of motor is more costly to build and has been used generally for some years past in practically all of the finest cars built here and abroad because this

seven-bearing motor has vital performance superiorities in the way of smoothness and quietness.

Just as four-wheel brakes, now only a short time ago, have now been generally adopted by the automobile industry, I believe that 1927 will see a swing toward the seven-bearing crankshaft on the part of manufacturers of high-grade cars in the medium-priced field.

Mr. Nash

In my judgment the most important improvements in automobiles this year have been the more general use of all steel bodies and a further development of beauty and design, and the wider use of brighter colors.

Generally speaking, automobile bodies are much stronger and safer and cars are better looking than ever before.

Regarding Mr. Erskine's 1927, it may be safely predicted that improvements will be continued in mechanical performance and beauty of design and colour.

By A. R. Erskine.

President, Studebaker Corporation.

During 1927 we may expect interesting developments in the line of comfort attachments, improvements in detail and finish, to relieve all cars from the commonplace.

I do not look for any striking mechanical improvements.

Kindness a Risk.

Owner Liable For Passengers.

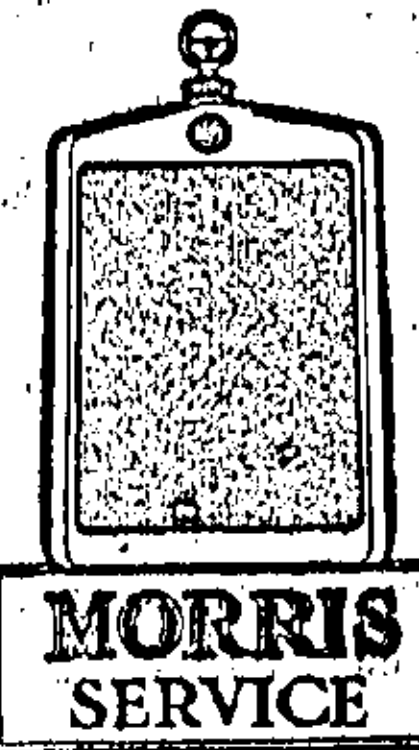
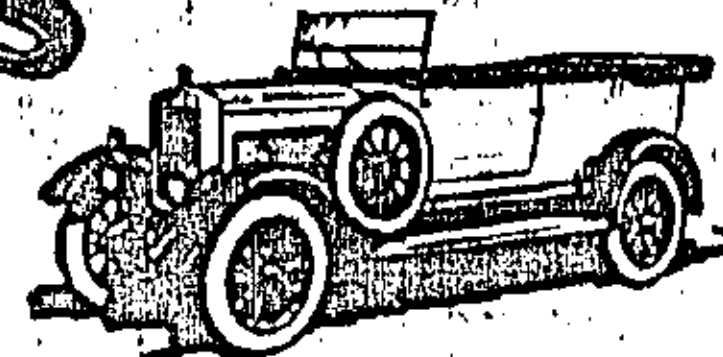
The kind-hearted motorist who gives his friends and strangers a lift often finds that he picked up a law suit as well as a passenger.

Courts generally have held that the automobile owner is responsible for his passengers in case of accident. Court decisions regarding the motorist's responsibility to a passenger who had requested a ride have favoured the passenger and have often awarded him thousands of dollars as compensation for injuries.

The "no passenger" rule is safest. Accidents will happen and unnecessary risks are foolish.

This may appear to be a cruel and selfish edict to many pedestrians, but the careful pedestrian probably prefers to ride in a commercial vehicle where arrangements are made for just compensation in case of accident.

## MORRIS



"The Wheel of the World"

Hongkong Delivered prices

|                         |      |
|-------------------------|------|
| Morris-Cowley Roadster  | £100 |
| Morris-Oxford Roadster  | 255  |
| Morris-Cowley Touring   | 205  |
| Morris-Oxford Touring   | 280  |
| Morris-Cowley Coupe     | 220  |
| Morris-Oxford Coupe     | 290  |
| Morris-Cowley Saloon    | 235  |
| Morris-Oxford Saloon    | 310  |
| Morris-Oxford Cabriolet | 340  |
| Morris-Oxford Landaulet | 370  |

The Hongkong Hotel Garage

The Hongkong & Shanghai Hotels, Ltd.  
Car Sales & Repairs  
Accessories J. C. 4750  
Service Phone  
Parts J. C. 4662

## Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.



| VOLTS | AMP. HOUR<br>CAPACITY<br>AT 8 AMPS |  | TYPE        | CASE   | Battery<br>for your car |       |        | PRICE<br>EACH | REPLACEMENT<br>GROUP |
|-------|------------------------------------|---------------------------------------------------------------------------------------|-------------|--------|-------------------------|-------|--------|---------------|----------------------|
|       |                                    |                                                                                       |             |        | DIMENSIONS<br>IN INCHES |       |        |               |                      |
|       |                                    |                                                                                       |             |        | L                       | W     | H      |               |                      |
| 6     | 15                                 |                                                                                       | 63 MR       | RUBBER | 4 1/2                   | 3 1/2 | 6 1/2  | \$17          | CY                   |
| 6     | 85                                 |                                                                                       | 611 RHK     | DO     | 9 1/2                   | 6 1/2 | 9 1/2  | \$30          | 4                    |
| 6     | 80                                 |                                                                                       | A-615 JF    | DO     | 10 1/2                  | 6 1/2 | 9 1/2  | \$35          | 5                    |
| 6     | 92                                 |                                                                                       | A-611 SH    | RUBBER | 9 1/2                   | 7 1/2 | 9 1/2  | \$50          | 6                    |
| 6     | 108                                |                                                                                       | A-615 JF    | DO     | 10 1/2                  | 6 1/2 | 9 1/2  | \$40          | 7                    |
| 6     | 112                                |                                                                                       | A-615 SH    | DO     | 10 1/2                  | 7 1/2 | 9 1/2  | \$50          | 8                    |
| 6     | 135                                |                                                                                       | A-615 JKH-2 | WOOD   | 11 1/2                  | 7 1/2 | 9 1/2  | \$70          | 9                    |
| 6     | 160                                |                                                                                       | A-617 SH    | RUBBER | 10 1/2                  | 7 1/2 | 9 1/2  | \$70          | CAD                  |
| 12    | 50                                 |                                                                                       | A-127 SH    | DO     | 13 1/2                  | 7 1/2 | 9 1/2  | \$80          | 6                    |
| 12    | 57                                 |                                                                                       | 1211 AH     | WOOD   | 12 1/2                  | 7 1/2 | 9 1/2  | \$65          | 7                    |
| 12    | 67                                 |                                                                                       | 1211 SHK    | DO     | 17 1/2                  | 6 1/2 | 10 1/2 | \$75          | M/C                  |
| 12    | 92                                 |                                                                                       | 1211 SHK    | DO     | 17 1/2                  | 7 1/2 | 9 1/2  | \$95          | 12                   |

GROUP No.

## Prest-O-Lite

1. Studebaker Light & Std Sixes, Roamer, Nash, Gardner, &c.
2. Studebaker Big & Spec. Sixes, Reo, Pierce-Arrow, Packard 6, Chrysler &c.
3. Case, Cole, Cunningham, Franklin, G.M.T. Oldsmobile, &c.
4. Auburn 4, Buick Std. Chevrolet Cleveland, Essex, Ford, Overland, &c.
5. Auburn 6, Buick M. Chandler, Hudson, Jordan 8, Oakland, Tem. &c.
6. Humobile, Marmon, Packard 8, Paige, R.V. Knight, Willys Knight &c.
7. Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
12. Locomobile, Mack Truck, Stearns, Rolls & White

Cad. Special Cadillac Battery  
Cyc. Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.  
M/C MORRIS replacement Battery.

## Prest-O-Lite

## HONGKONG HOTEL GARAGE

(THE HONGKONG &amp; SHANGHAI HOTELS, LTD.)

25, Queen's Road Central Tel. Central 4759.

## MOTOR OFFENCES.

## Faded Licences.

Motorists, already faced with many penalties, have yet another offence to avoid—that of having faded ink on his car licence!

William Brooks, of Cricklewood, was recently summoned at Willesden for using a car the Excise licence of which was not legible. The police stated that the figures on it had faded.

Brooks: I cannot help the County Council using inferior ink.

Magistrate: "What is to prevent your inking in the figures again?"

Brooks: "The Motor Car Act, which says that I shall neither write nor draw on the licence."

Police Officer: "He could have taken it back to the Council, and it would have been rewritten free of charge."

Brooks: "There is nothing in the Act about that."

He was fined 10s., and said he intended to appeal.

The chief officer of the London County Council licences department told a Press representative that Mr. Brooks' version of the law was correct.

"In the early days," he said, "licences frequently faded, but now special ink is used, and it seldom occurs."

"If the fading is due to a defective licence-holder a fee of 5s. is charged for a duplicate licence."

"Sometimes, if it is proved that a licence has faded because of defective ink, the Council renews it free of charge; but this is seldom done. The ink does not fade unless it is exposed to damp."



Mr. Jordan

I do not look for any striking mechanical improvements.

## KINDNESS A RISK.

## Owner Liable For Passengers.

The kind-hearted motorist who gives his friends and strangers a lift often finds that he picked up a law suit as well as a passenger.

Courts generally have held that the automobile owner is responsible for his passengers in case of accident. Court decisions regarding the motorist's responsibility to a passenger who had requested a ride have favoured the passenger and have often awarded him thousands of dollars as compensation for injuries.

The "no passenger" rule is safest. Accidents will happen and unnecessary risks are foolish.

This may appear to be a cruel and selfish edict to many pedestrians, but the careful pedestrian probably prefers to ride in a commercial vehicle where arrangements are made for just compensation in case of accident.

## THE MOTOR UNION INSURANCE CO. LTD.

## THE MOST POPULAR MOTOR INSURANCE CO. AT HOME

Local Agents:—

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 578.

## DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)

All Cars ..... \$15.00 per month or \$1.00 a day

Motor Cycles ..... \$ 7.50 .....

## THE CENTRAL MOTOR GARAGE

Old Fire Station Building, Des Vœux Road.

Telephones C. 2196 and 4821.

## DODGE BROTHERS

## PASSENGER CARS.

|                               |           |
|-------------------------------|-----------|
| Roadster                      | G.\$1,100 |
| Special Roadster              | 1,150     |
| Rumble Seat Sport Roadster    | 1,250     |
| Touring (5-passenger)         | 1,125     |
| Special Touring (5-passenger) | 1,175     |
| The Sport Touring (5)         | 1,210     |
| Touring (7-passenger)         | 1,320     |
| Special Touring (7)           | 1,370     |
| Coupe                         | 1,235     |
| Special Coupe                 | 1,335     |
| Sedan                         | 1,335     |
| Special Sedan                 | 1,385     |
| The De Luxe Sedan             | 1,515     |

## DODGE BROTHERS

## COMMERCIAL CARS.

|                             |          |
|-----------------------------|----------|
| Chassis only (3/4 ton)      | G.\$ 925 |
| Chassis and Cab complete    | 1,055    |
| Express Body Truck complete | 1,340    |
| Canopy Body Truck complete  | 1,365    |
| Screen Side Canopy Truck    | 1,380    |
| Panel Side Canopy Truck     | 1,390    |

## GRAHAM BROTHERS

## MOTOR TRUCKS.

|                             |           |
|-----------------------------|-----------|
| Chassis only (1-ton)        | G.\$1,230 |
| Chassis with Cab Seat       | 1,325     |
| Chassis with complete Cab   | 1,395     |
| Express Body Truck complete | 1,520     |
| Canopy Body Truck complete  | 1,550     |
| Stake Body Truck complete   | 1,595     |

|                             |       |
|-----------------------------|-------|
| Chassis only (1-1/2-ton)    | 1,640 |
| Chassis with Cab Seat       | 1,705 |
| Chassis with complete Cab   | 1,770 |
| Express Body Truck complete | 2,020 |
| Stake Body Truck complete   | 2,080 |

|                                                                      |       |
|----------------------------------------------------------------------|-------|
| Chassis only (2-ton)                                                 | 1,750 |
| Chassis with cab seat                                                | 1,815 |
| Chassis with complete cab                                            | 1,895 |
| Farm Body Truck complete                                             | 2,200 |
| Stake Body Truck complete                                            | 2,200 |
| Hydraulic Holst Dump Body Truck complete (1-1/2 cubic yard capacity) | 2,560 |

## PACKARD SINGLE-6

## MOTOR CARRIAGES.

|                               |           |
|-------------------------------|-----------|
| Phaeton (5-passenger)         | G.\$3,200 |
| Roadster                      | 3,300     |
| Sedan (5-passenger)           | 3,330     |
| Touring (7-passenger)         | 3,410     |
| Coupe (4-passenger)           | 3,440     |
| Club Sedan (5-passenger)      | 3,480     |
| Sedan (7-passenger)           | 3,570     |
| Sedan Limousine (7-passenger) | 3,670     |

## PACKARD STRAIGHT-8

## MOTOR CARRIAGES.

|                               |           |
|-------------------------------|-----------|
| Phaeton (5-passenger)         | G.\$4,400 |
| Roadster                      | 4,500     |
| Sedan (5-passenger)           | 4,550     |
| Touring (7-passenger)         | 4,660     |
| Coupe (4-passenger)           | 4,640     |
| Club Sedan (5-passenger)      | 4,730     |
| Sedan (7-passenger)           | 4,900     |
| Sedan Limousine (7-passenger) | 5,000     |

The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

## THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 Wong Nei Chung Road, Happy Valley.



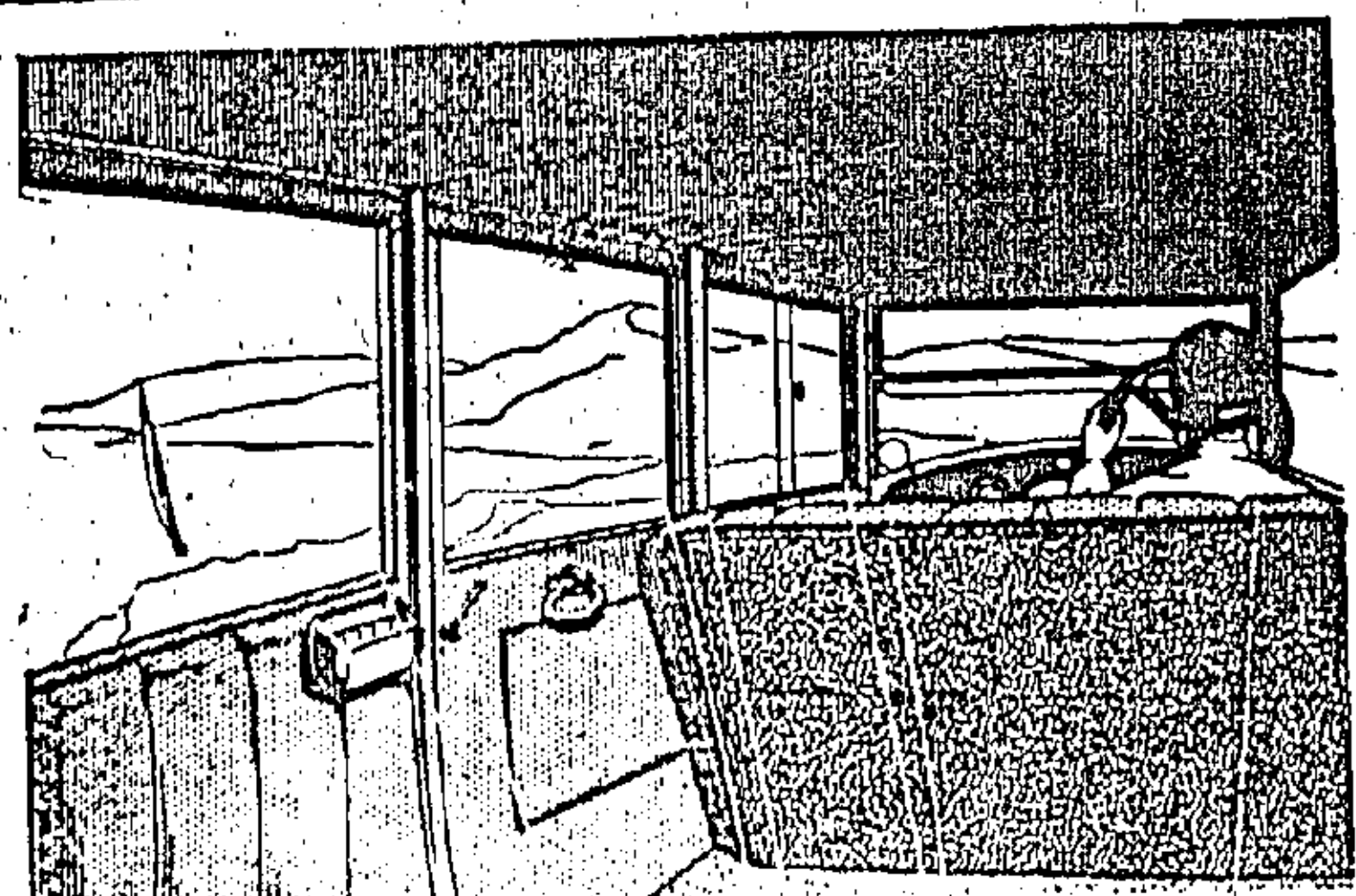
## THE SUPER-CAR.

Psychology suggests that the £3,000 car will continue to sell quite freely so long as the world permits individuals to own £3,000 of loose money after they have paid their butcher, baker and candlestick maker. The caper-crazie loves to prance before his mate, and has his own methods of convincing smaller caper-crazies of their inferiority. The human biped who has amassed a unique slab of the world's currency seldom indicates this genius in his person. He may be small and commonplace to all outward seeming. Male fashions are so cheap and drab that he is unable to advertise his position by his dress and jewellery, as women do. But the purchase and use of a super car afford a short cut to

## THE DIFFERENCE.

The automobile industry in the United States this year promises to establish a new production record. Approximately 2,450,000 vehicles were turned out in the first half year. In the past years 48 per cent. of the year's sales have been made between January and June. If this proves true in 1926 the year's total production should approach 5,000,000 units, exceeding the 1925 production by 650,000.

the difference and envy which are as wine to his soul. If engineers ever consider it worth their while to produce a £10,000 car, measuring twenty feet from bonnet to tail-lamp, and capable of 200 miles an hour, they would have no lack of customers.—Ex.



The  
"SHORT 18"  
6 Cylinder  
SALOON  
£525  
(Tax, Water,  
Dundee Tyres  
Open Models from  
£450)

The WIDE ANGLE  
VISIBILITY  
of the 6 Cylinder

ARMSTRONG  
SIDDELEY

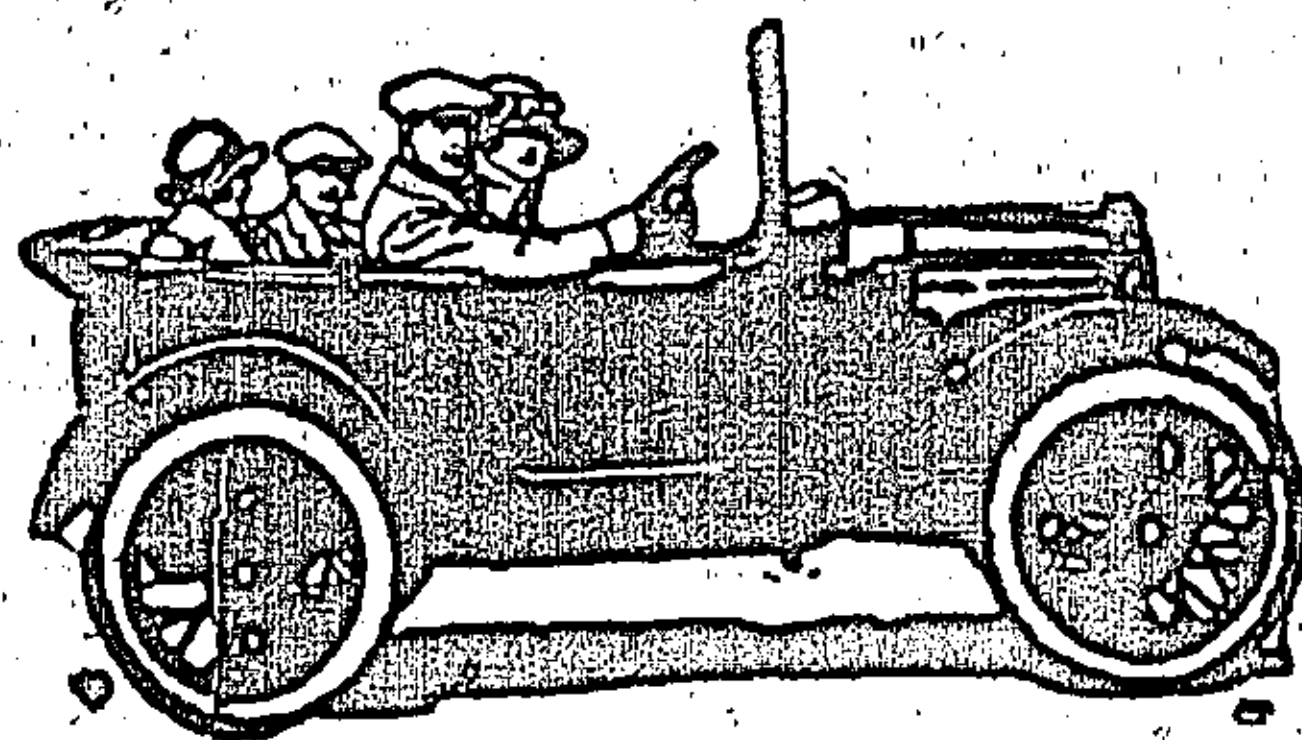
"SHORT 18" SALOON  
means

MORE LIGHT, BETTER VIEWS  
and GREATER SAFETY

THE HONGKONG HOTEL GARAGE.  
(The Hongkong & Shanghai Hotels, Ltd.)  
Car Sales and Phone Service | Phone  
Accessories | C. 4759 and Parts | C. 4602

A Wonderful New Six at a Wonderful Price!

GET YOUR 1927 AUSTIN SEVEN NOW  
FOR 25% DOWN



The Easiest of Deferred Terms arranged to  
suit your Individual Pocket.

Stocks Carried

ALEX. ROSS & Co. (China), Ltd.  
HONGKONG.

and

The Kowloon Motor Car and Cycle Exchange Co.  
KOWLOON.

## GLOBE CIRCLING.

A World Tour By  
Combination.

The latest twentieth-century attempt to "set a girdle round the earth" is the journey undertaken by two adventurous motor cyclists who, mounted on B.S.A. 986 h.p. Colonial Motor Bicycles, recently started on what may well prove to be the greatest adventure in motor cycle history. These two riders, Mr. J. P. Castley and Mr. B. H. Cathrick, propose to travel all round the world on their B.S.A. machines in order to prove that British motor bicycles are worthy of their reputation of being absolutely the finest the world can produce.

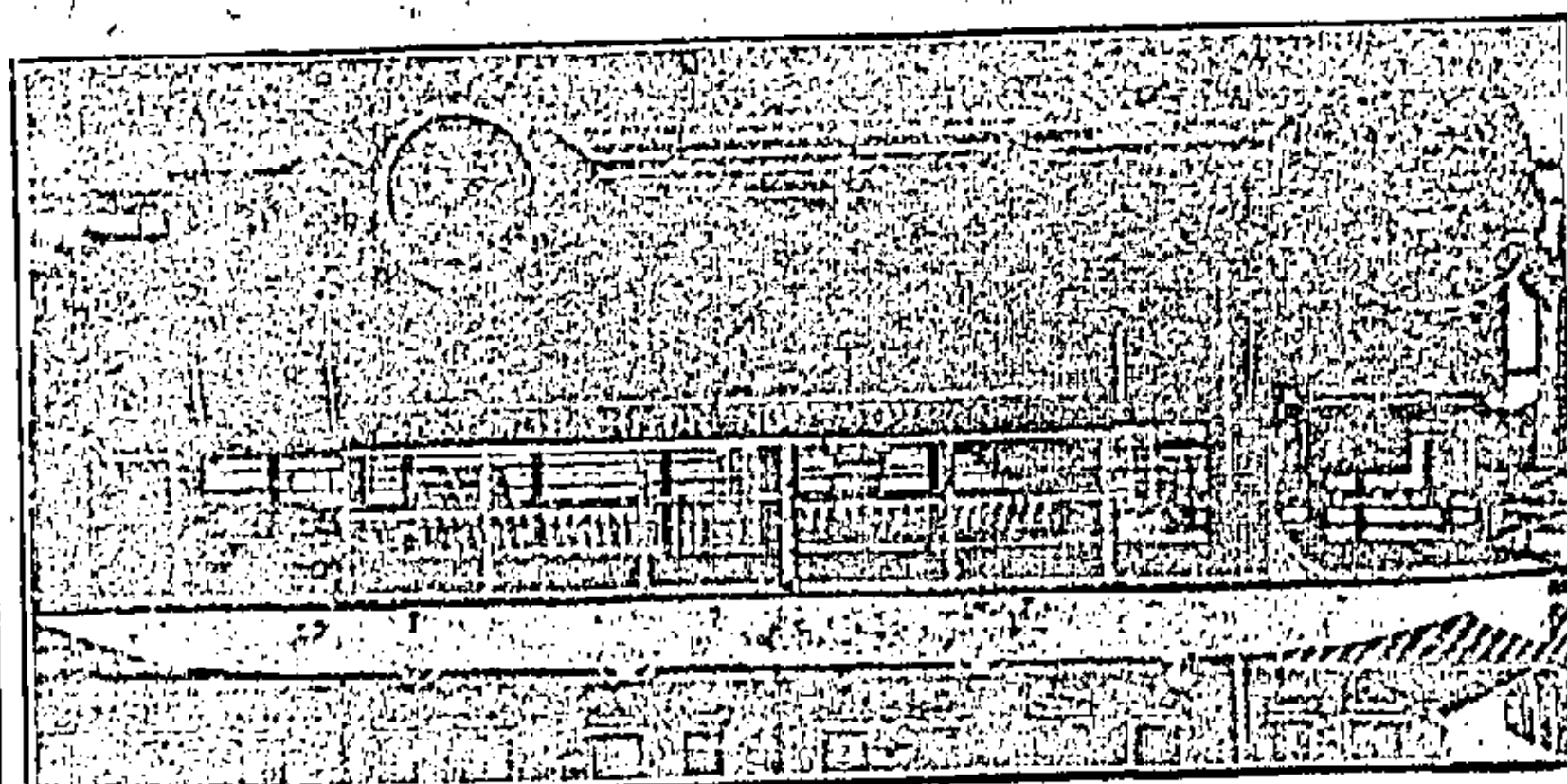
The journey started in London on August 30th, and so far the riders have crossed Europe from Paris to Oporto, Lisbon, Madrid, Barcelona, Marseilles, Vienne, Prague and Belgrade. Their route will then cross Greece, passing through Constantinople, Smyrna, Aleppo, Damascus and Jerusalem, across Asia Minor through Baghdad, Teheran and Quetta to Karachi and Bombay. From Bombay they will cross India (1,140 miles) to Calcutta, from whence they will make a sea trip to Penang, and the Dutch East Indies, calling at Singapore, Batavia and Sourabaya. Another sea trip will take them from the last-named place to Fremantle, in Australia, from whence they will cross Australia by way of Adelaide, Ballarat, Melbourne and Sydney. Another journey by sea will bring them to New Zealand. Their route crosses New Zealand from south to north, passing through Invercargill, Dunedin,

Christchurch and Wellington to Auckland, where they will embark for Valparaiso. They will then make an 820-mile journey right across South America from Valparaiso, through Mendoza to Buenos Aires, where they will take a steamship home to England. If the time-table planned can be adhered to the adventurous pair will reach England again some time in October, 1927, having completed a motor cycle journey hitherto undreamt of in even the wildest imagination.

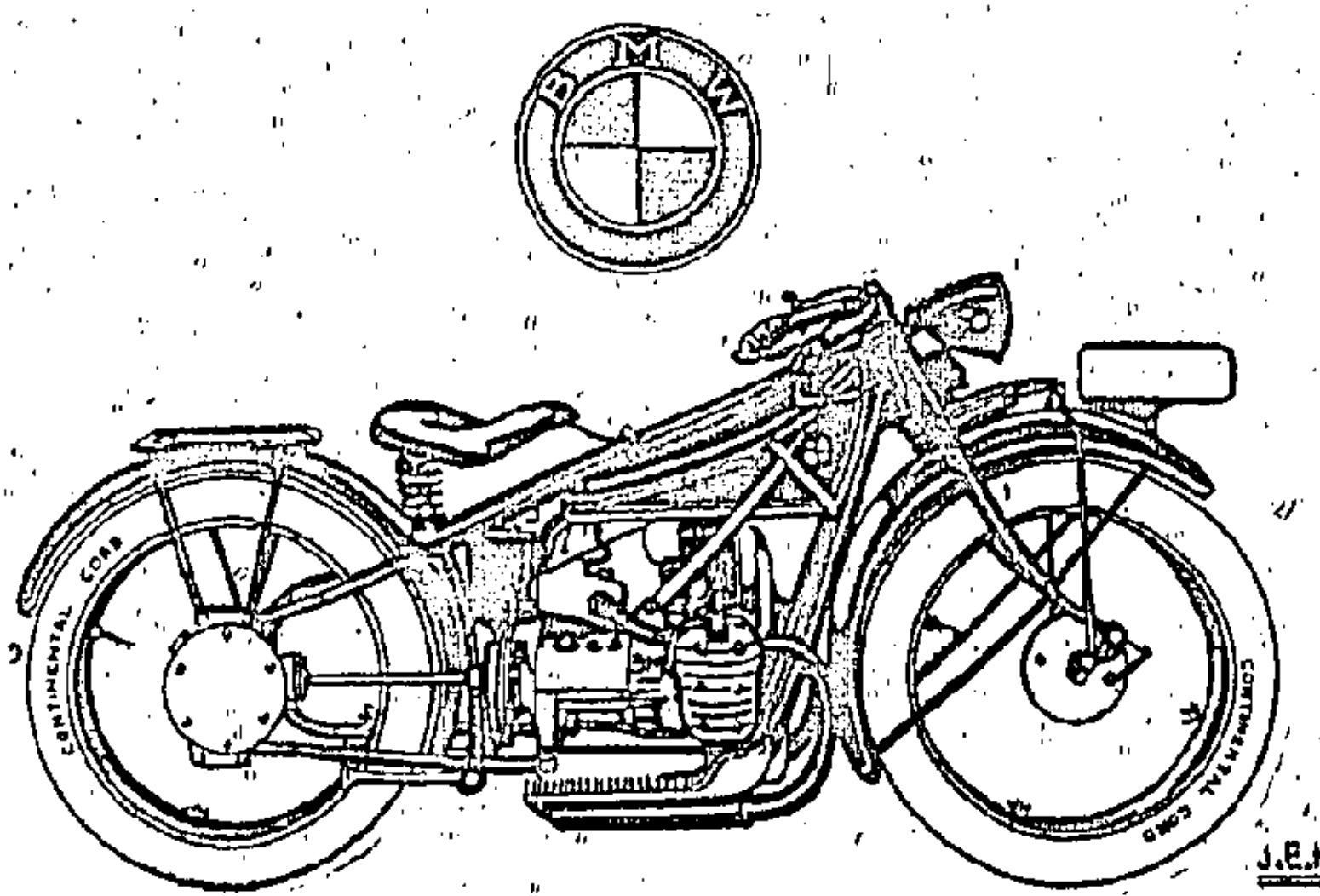
The machines being ridden by Messrs. Cathrick and Castley on their epoch-making journey are specially designed models of the 1927 B.S.A. 986 h.p. Colonial Motor Bicycles. Massive spokes of 8 gauge, as used for Dunlop cars, are built into the wheels, which have roller-bearing hubs, internal expanding brakes, and specially reinforced Dunlop 28 by 3.25 in. wired-on tyres. The chains are fully enclosed in aluminium cases, and a shield of armour plate is bolted beneath the crank-case of each engine to guard the aluminium against danger from rocks. Frames and forks are specially strengthened. Shock absorbers and steering dampers, improved mechanical lubrication, grease gun, and Terry spring seat saddle are as standard specification. The side-cars have been specially designed for the purpose, the bodies being specially partitioned to take the riders' belongings, camping kit, and a comprehensive supply of spare parts, oil, etc. On the rear of each body is an extra 5-gallon petrol tank, while a large tool-box is mounted at the forward end of the carrier. The machines will have a cruising range of 350 miles.

Much interest is being taken in the journey by the British Government and motoring associations, who realise the enormous fillip it will give to the sale of British motor cycles overseas.

## KOWLOON'S NEW PASSENGER BUS.



The above is a photo of the new Leyland bus recently put into service at Kowloon. More of the same type are to follow.



THE new B. M. W. touring model R.42, represents the latest and most progressive form of motor cycle engineering.

In designing the R.42 model, it has been the endeavour of the makers to procure with all possible expedience, every step of technical progress and every item of riding experience for the benefit of motor cyclists who demand the latest and best.

The most important improvements as compared to former models, are mentioned hereunder—

Increase of engine power to 12 h.p., notwithstanding the same cylinder capacity, achieved by means of an improved utilisation of the compression chamber and an increased cylinder cooling surface.

Detachable aluminium alloy cylinder heads.

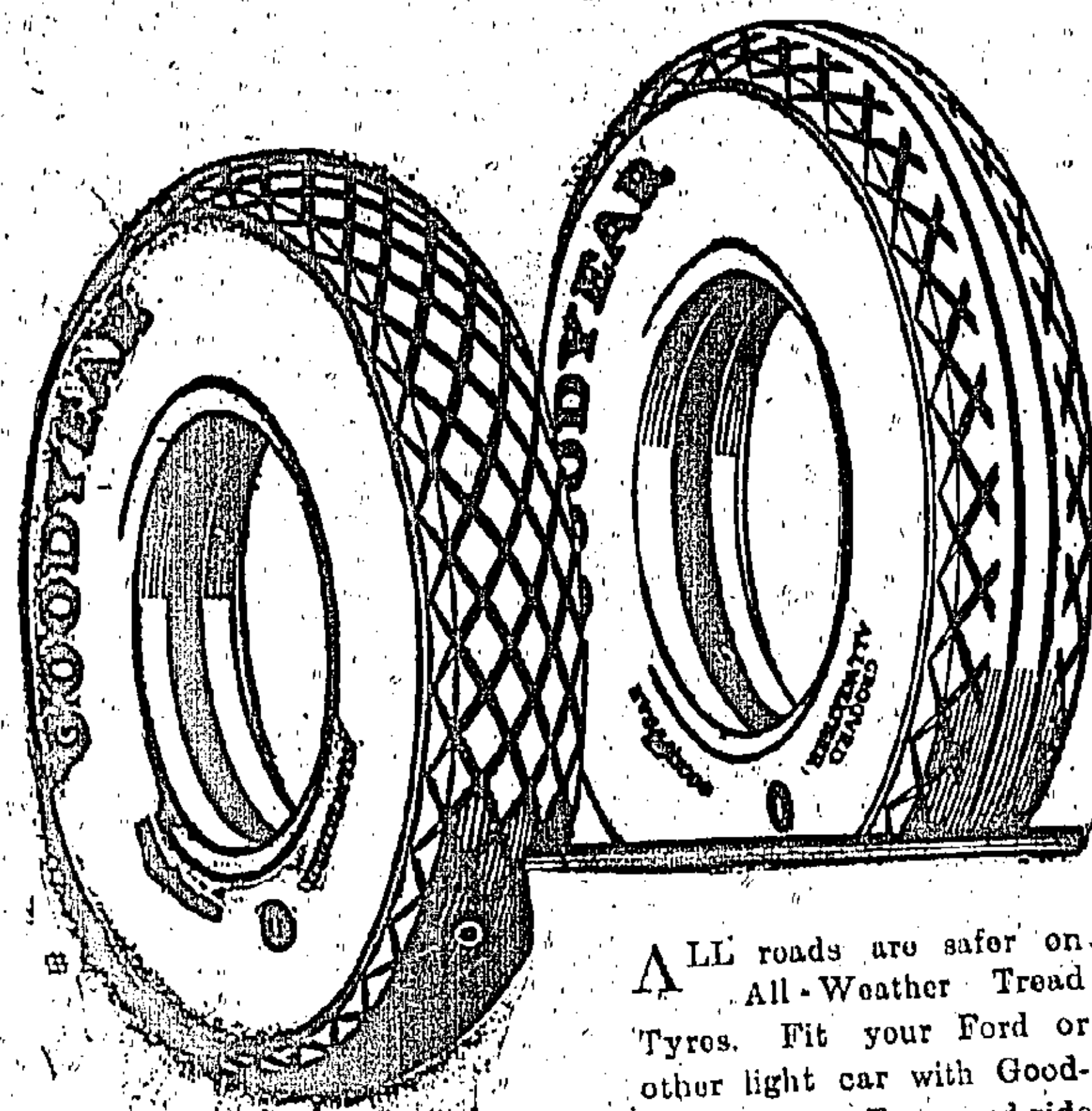
External contracting brake acting on the vibration damper drum.

Canilever springs with shock absorber (recoil spring leaf.) Noiseless spiral level gear on rear wheel. Rims suitable for normal and balloon type tyres.

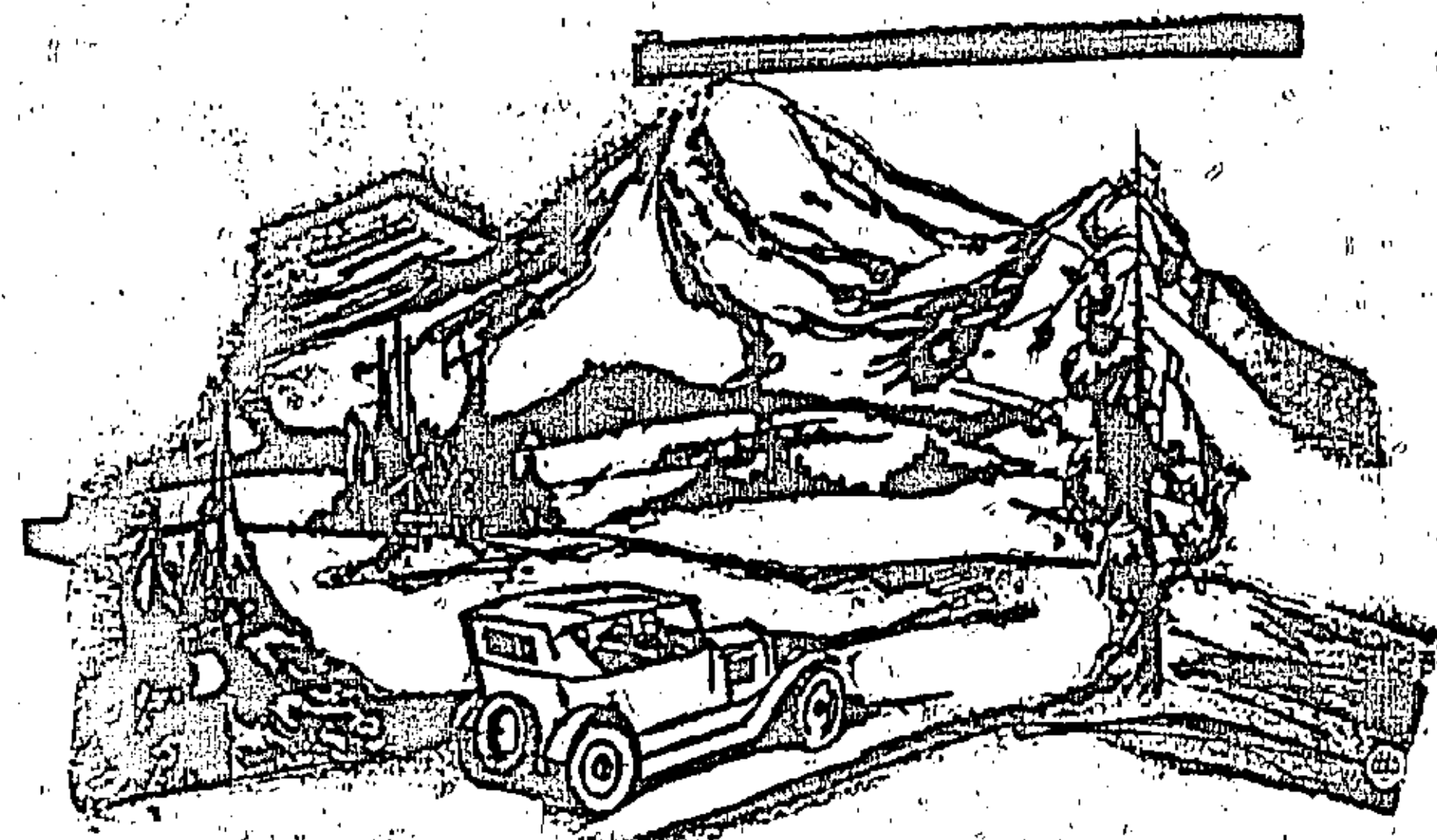
The B. M. W. Touring Motor Cycle.  
12 Br. HORSE POWER

Full particulars from:—

THE LEYCESCO CHINA CO., LTD.  
Bank of Canton Building.



ALL roads are safer on  
All-Weather Tread  
Tyres. Fit your Ford or  
other light car with Good-  
year Balloon Tyres and ride  
with ease of mind and com-  
fort of body.



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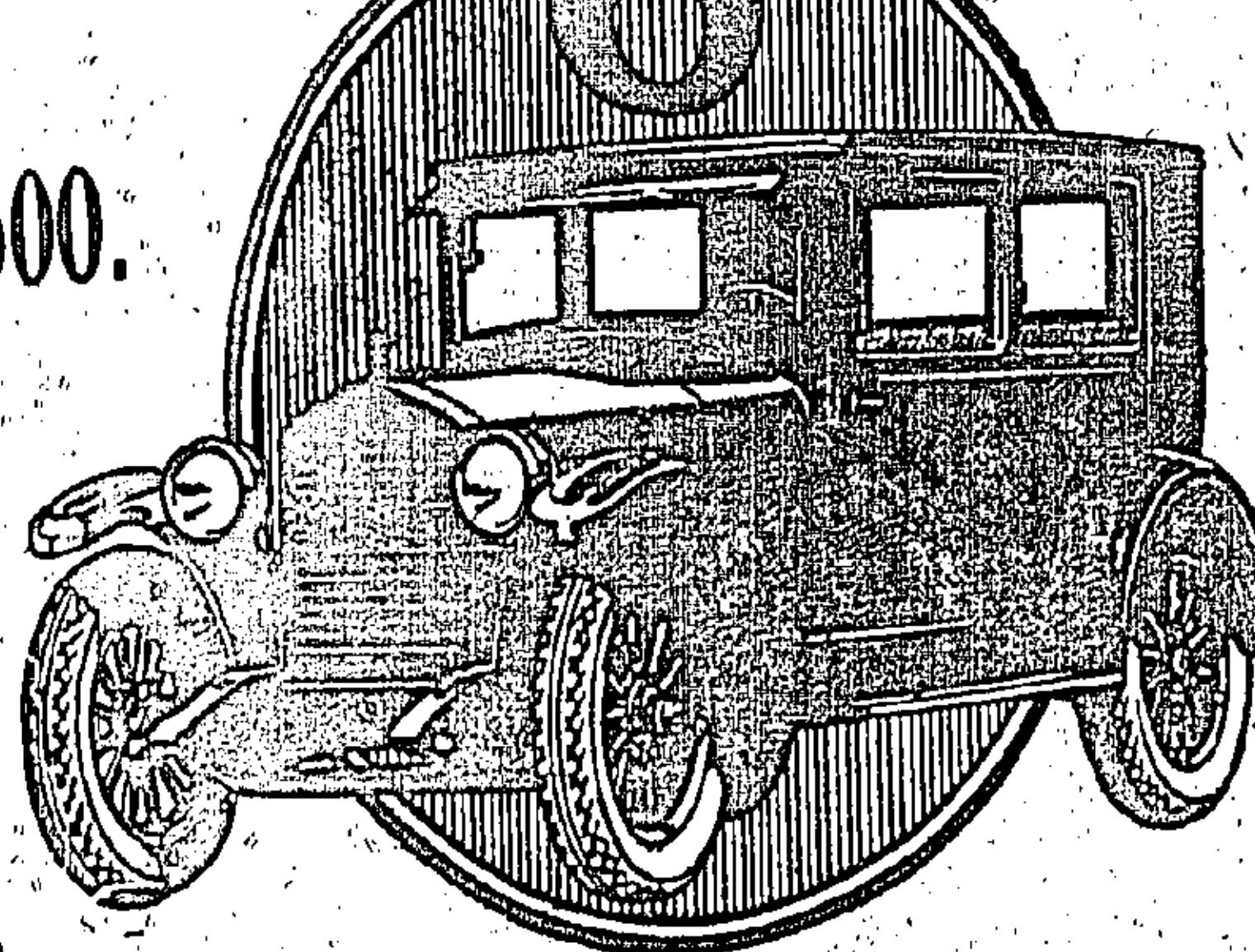
GOODYEAR  
BALLOON TYRES

Made with SUPERTWIST  
DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.  
BANK OF CHINA BUILDING, HONGKONG.

ESSEX "6" COACH

\$2,500.



The Lowest Prices for  
The Finest Essex Ever Built

This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new low price places it within reach of all. At little more than the cost of a low-priced "Four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality, such as you never expected in a car of its price.

ESSEX TOURING H.K. \$2,500.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,  
LIMITED  
23 WONG NEI CHUNG ROAD HAPPY VALLEY



## HONGKONG MAN'S WEDDING.

## QUIET SHANGHAI CEREMONY.

An interesting wedding took place very quietly in Shanghai, at the British Consulate, on Monday last. The parties were Mr. H. J. Pearce, M.C. of Hongkong, and Miss Mary Leckie, of Hankow.

Mr. Pearce is well-known in Hongkong. He is an Executive Engineer in the Public Works Department here, in charge of the Buildings Ordinance Office and is a keen yachtsman, owning the yacht Argulla II in the Handicap class which he regularly sails in the R.H.K.Y.C. races.

He is also well-known in connection with the Ex-Active-Servicemen's Association, being a founder member of it and at the present time one of its Vice-Presidents. He served in the Great War and was awarded the Military Cross. He is a son of the late Mr. Edward Pearce and Mrs. Pearce of Weymouth, England.

Miss Leckie is of Hankow, where she has been living for some eighteen months. She is the daughter of the late Mr. Alexander Leckie and Mrs. Leckie of London.

The ceremony was very quiet, both bride and bridegroom attending in travelling dress.

Mr. E. G. Jamieson, Acting British Consul, performed the ceremony and a few friends of the parties were present among them being Lt.-Col. V. Cones of the Punjab Regiment now stationed in Shanghai, Eng. Commander Rumping of H.M.S. Hawkins, Miss Somerville, Mr. A. Hanson and Mr. F. Oliver.

Afterwards, a reception was held at the Astor House Hotel, where friends of Mr. and Mrs. Pearce from Hongkong, Shanghai and Hankow gathered to offer their congratulations, and later in the day Mr. and Mrs. Pearce left for Peking, where the honeymoon is being spent.

## QUICK FLYING.

## FROM CHERBOURG TO CROYDON IN 76 MINUTES.

London, Feb. 4.

Captain Hinchcliffe, with a passenger and a mechanic, made a remarkable flight to-day from Cherbourg to Croydon, accomplishing the distance in 76 minutes.

His passenger, being in a hurry, Capt. Hinchcliffe flew straight across the Channel instead of taking the French coastline for a considerable distance as is usual, and he thus reduced the journey by at least 100 miles. There was fog over the Channel at the time.

Capt. Hinchcliffe was flying a land plane at the time and could, in case of need, have alighted on the open sea.—*British Wireless.*

## FRENCH VISAS.

## NOT REQUIRED BY BRITISH.

London, Feb. 4.

The Foreign Office have received information from the French Embassy that instructions have been sent to French Consuls that the arrangement of 1921, under which British subjects do not require visas to enter French territory, is to remain in force.

This means that British subjects will not be affected by the French Government's new regulation which requires the passports of foreigners to be visaed by French Consuls, with a view to preventing an inflow of foreign labour while unemployment exists in France.—*British Wireless.*

## CARGO BOAT ROBBED.

## ARMED MEN STEAL OYSTERS.

A cargo boat trading between fishing villages in Hongkong waters, was boarded on Tuesday, outside the harbour, by three robbers who were armed with choppers.

The master of the boat was attacked and wounded in the head. About the most valuable goods on board were a cargo of dried oysters, which was valued at \$40, and this the robbers removed into their own boat.

The theft of money and property, to the value of \$1,601, has been reported to the police by the inmates of No. 38, Bonham Strand.

MIXED GRILL  
A Merry Miscellany  
Ashley Sterne

"Well my best wishes to you for a Happy New Year—if you think they're any use to you!" Thus a friend parted from me the other day, and ever since I have been wondering whether wishing one another a Happy New Year really does any good. I think so. Community wishing ought to afford us as much spiritual uplift as community singing, and, since this wish is father to the thought, we have only to wish hard enough and often enough in order to be firmly convinced in mind that 1927 will prove to be a happy year. That conviction impressed upon us he will be a poor postroom indeed who goes about with a lugubrious face reminiscent of a funeral mutes with the mumps. People of a pessimistic nature may urge, "What was the good of our wishing one another a happy 1926, when all we got in return was the most disastrous Strike in history?" I will answer by saying that if we hadn't exchanged the old, old wish the General Strike might have lasted as long as the Coal Strike.

All the same, I have felt it my duty to administer a gentle rebuke



for 1926 for being cynical (see Ode below). Years should be cyclical, not cynical. But never mind that for a moment. Gather round the glowing embers of my Grill, good messmates of mine, and let us wish the community "A Happy New Year." Bravo! That's the material with which to provide ourselves! I'm sure we're in for a happy time!

Somebody has sent me an awfully neat little pocket diary for 1927. True the leaves all stick together and require to be violently blown upon before they will separate, and the lead of the pencil is of that particularly brittle nature peculiar to diary pencils. But its full of vital information which will be of great service to me. For example, on January 11th I see Hillary Law Sitings begin. It is great comfort for me to know that if I should trespass the Hillary Law they can't sentence me to the scaffold before that date. Then too, I am delighted to know that on January 14th it will be high water at London Bridge at 10.55 a.m. If I want to bathe, I shall now know that it's no good bimbbling up at 2 a.m. when there will be nothing to bathe in except slime and broken bottles. Again, I see that February 3rd is the Feast of St. Blasius (Whoever he may be). This will be exceedingly useful to remember if I receive an invitation to some frightfully dull function I couldn't otherwise avoid attending. As witness: "Dear Lady Goopie—I am deeply distressed that I am unable to accept your kind invitation for February 3rd to hear Mr. Beasley Tasher recite his own poetry, but unfortunately that is the night of the Old St. Blasiusians' Annual Dinner, to which as an Old Boy I feel etc., etc."

Old Professor Barmon Crumpet sailed for India on December 17th. He also sailed on the "Brahmaputra Belle". In a letter to me from Aden he tells me that in preparation for his study of snake-charming he has been practising the Burmese nose-flute on the voyage, and can now play by heart all Woodford-

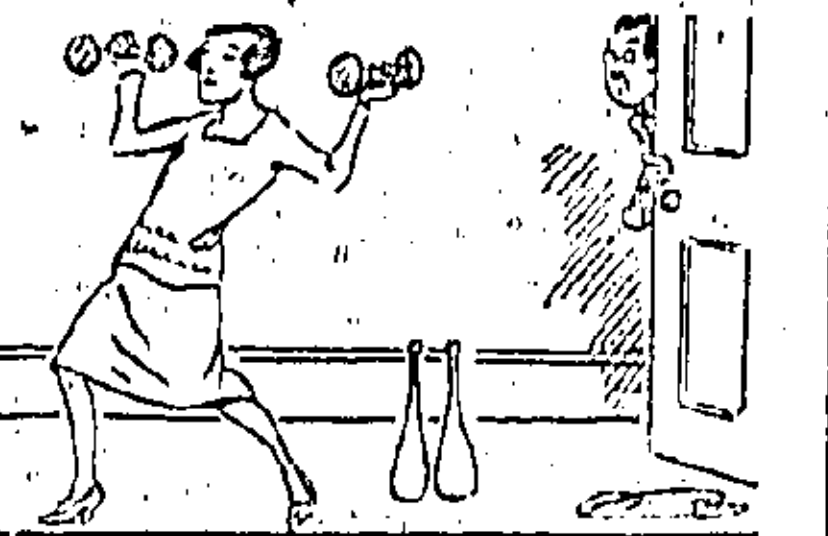
The Turkish Government has approved the proposal for establishing a train-ferri across the Dardanelles which will make it possible for the Simplon Orient express, which at present stops at Constantinople, to run through from Paris to Angora.

The second and third engineers of the British steamer Belceuc, which arrived at Philadelphia from Cardiff and which was at anchor in the Delaware River, were scalded to death when a steam pipe burst. The names of the men are given as N. Dunning and W. T. Griffiths.

Finden's "Indian Love Lyrics." He expresses annoyance, however, at the behaviour of the other passengers, who, whenever he plays, will persist in throwing half-pennies—and occasionally buckets of water into his cabin. He further informs me that he intends to put up at the Taj in Bombay, though I have since learned from the management of the famous hostel have decided to pull it down sooner than accommodate the Professor. I am not altogether surprised. His somewhat disturbing passes of mental detachment often lead to tiresome sequels, as, for instance, when he was staying at the Hotel Excecrable at Margate one summer. In the middle of the night he rang the fire alarm by mistake, and when they burst in on him he petulantly demanded two poached eggs and a rum-and-milk.

I can't say I regret, old Twenty Six. That you've passed down the corridor of Time. Your Coal Strike put us in a pretty fix. And though that trouble's gone (I hope) yet I'm not feeling very cordial all the same. I wish you more "good riddance" than "good-bye." For somehow I think you've not played the game. By those who welcomed you with glad some cry. A year ago, and wished a happy reign. Might follow when time's sceptre you would sway. And prompted you one passing summer's day. To make ironic for the storm Of strife you raised, and caused industrial crashes. By offering us "coaled" comfort in the form Of letting us regain our long-lost "ashes?" Well, you may go, and we'll ring in the new. (According to the words of Alfred Tennyson) And should he prove a better year than you. I'll be the first to hand him out a benison.

Ye married men of England, who guard your native aquavies, have you lately noticed certain mysterious activities going on at home? Have you remarked that since Christmas your wives have been wielding the dumbbells and the Swedish clubs? Have you observed that



they have been letting their finger nails grow? Have you detected them punching the potato sack in the larder or indulging in short, sharp sprints round the garden? Have you seen them doing the bayonet-drill with their umbrellas? Have you noticed that Bodicecum-John-of-Arc expression on their faces? No well, let me remind you that we are on the eve of the Great Bargain Sale Season, and that these activities are part of the course of intensive training laid down for potential bargain hunters. Soon, you poor fellows, you will be subsisting on a monotonous diet of hash and shepherd's pie, until such a time as the housekeeping money shall have recovered from the unfair strain placed upon it. And till then you must derive such consolation as you may from the knowledge that those ten yards of pink crepe-de-chine your wife bore home so triumphantly are the object of concentrated envy of at least 5,000 disappointed and embittered females.

The Afghan newspapers have published the text of the Russo-Afghan Treaty of neutrality and mutual non-aggression, signed at King Amanullah's summer place at Paghman, on August 31, and the treaty of friendship of September 14, 1926.

The United States Senate has ordered an inquiry into the relationship between the Chester Oil Concessions in Mosul and the Stato Department's part in the Lausanne Conference which resulted in the general recognition of the Turkish Republic.

## WHERE COMFORT COUNTS.



In Drawing-room or Nursery  
In the Study or Office

Eliminate dirt, smoke and danger of fire

## USE GAS FIRES

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CEYLON TEA

Cheapest and Best

From all leading Comprodores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

## ANATOMY IN SPORT.

## NEW THEORY OF GOLF.

"If we are ever going to defeat the United States athletes, we must reconsider our position, our methods and the principles upon which we conduct our games," says Dr. Robert Blakoe, the inventor of a new theory in sports development.

"Golfers have been content to play the game in precisely the same way that King James of Scotland, its inventor, played it. Never since golf was invented, continued Dr. Blakoe, "has there been any attempt to take the question of anatomy into consideration."

"If the drive were scientifically applied with the use of the trunk muscles for the rotation of the body, the force obtained would be much greater than that at present secured. In the style I advocate, both feet are firmly planted on the

ground and the swivelling is entirely done by the trunk muscles. The pelvis remains stationary, the swivelling being done on the lower lumbar vertebrae, giving a movement to the internal organs and working off superfluous adipose tissue in the abdominal and waist regions, with great benefit to the spinal nerves. What I like to do is to get some professional golfer who knows to an inch what drive he will get by his own method and test my own against his.

"In athletics the anatomical aspect has never been properly taken into account. I would have every athlete who aims at being an international champion judged by the size of his nostrils, the depth of his torso, the development of the thigh muscles, the lean calf, and the small foot. It is a common error to consider that men with the biggest bones are the most powerful. Other things being equal, it is the man with the smaller bone who is the most powerful."

## Shoes.

A suave and simple line in your shoes, a leather that keeps its contours—that shows the foot at its sleek, slim, smallest—that weats, and conceals the fact.

The right colours always—  
Golden Brown, Rose Brown,  
Walnut Brown, Beize,  
Fawn, Champagne, Stone,  
Caramel.

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## Powell's

For BETTER FOOTWEAR

## THE NAVY'S CHOICE

Coates' ORIGINAL

## PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

## HAT FRESH LOOK

Can be renewed!

The majority of men have a suit or two which have been laid aside, because the original "FRESHNESS" has departed.

May we bring that "FRESHNESS" back!

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## The Bathroom Beautiful.

A MODERN bathroom may be made a harmonious part of the room it adjoins, by the use of tiling that is procurable in many tints and colours from:—

## The Malkin Tile Works Co., Ltd.,

who specialise in designs for all classes of tiling, including fireplace, wall, floor-tiling and mosaics.

Stocks carried and suggestions gladly given by the Sole Agents:—

C. E. WARREN & Co., Ltd.

Showrooms:—CHINA BUILDING,

TEL. C. 200.



ARRIVED.

Peter and Patroclus, from Europa via  
 ports February 3.—Mr. C. C. Black-  
 miss K. A. Bent, Mrs. T. E. Bingham,  
 Mrs. A. A. Carson, Mrs. W. O. Fink-  
 bine, Mr. and Mrs. S. High, Mr. and  
 Mrs. J. H. Jones, Mr. and Mrs. J. H.  
 B. M. Murdock, Miss J. H. Mur-  
 dock, Miss E. M. Murdock, Mr. Noble,  
 Mr. and Mrs. Priestly, Dr. Pidanect,  
 Miss Sawbridge, Mr. Stone, Mr. D.  
 B. Thait, Bishop Welch, Mrs. Welch,  
 Dr. Vito Long King,  
 John M. Long, Major A. M. Cut-  
 bill, Capt. S. P. Inskip, Lieut. N. M.  
 Barnardiston, Lieut. H. P. Garudahan  
 Lieut. G. Grey, Lieut. H. Hopkins  
 Lieut. R. H. Unwin, Lieut. O. A.  
 Endicott, Lieut. R. B. Waring,  
 Lieut. L. Wirth, Major W. F.  
 Crocker, Sister M. R. Casswell, Sister  
 E. A. de Lappe, Mr. and Mrs. N. F.  
 Baker, Miss A. M. Baker, Miss J. S.  
 Baker, Mr. H. C. Carran, Miss M. S.  
 Carran, Mr. and Mrs. J. H. C. Carran,  
 M. Manning, Mr. and Mrs. Milroy, Mrs.  
 A. Myers, Mr. A. Olsen, Mr. and Mrs.  
 A. Pullen, Dr. and Mrs. J. S. Ser-  
 geant, Miss N. Toeg and Mrs. W. Weis.

## DEPARTED

**DEPARTED.**

Par Jackson, Mrs. J. M.  
Seattle, wife ports February 9, 1870.  
G. Maconie, Mr. S. S. Tsang, Mr. and  
Mrs. S. L. Kwok, Mr. E. Jolk, Miss  
A. Nissim, Mr. S. F. Somara, Mr. A.  
G. Bowman, Mr. Chi Tso-man, Mr.  
Yip Wah-hing, Mr. F. R. Crane, Mrs.  
J. H. G. Brown, Mr. C. W. Brown,  
Horace Campbell, Miss J. Campbell,  
Miss Minnie Huser, Mr. and Mrs. C.  
F. Peterson, Miss Peterson, Mr. and  
Mrs. C. G. Trimble, Mr. Edward Trim-  
ble, Mr. B. Trimble, Master Kemm-  
trimble, Father G. O'Donnell, Father  
James Grace, Father Purg, Father  
Father Bernard Werner, Mr. A. A.  
Stone, Mr. Thos. E. Bingham, Father  
Thos. Pintal, Rear Adm. and Mrs. W.  
H. G. Bullard, Mr. E. Cathomas, Lt.  
John S. Crawford, Mrs. C. P. Jarman,  
Master A. B. Macfarlane, Miss Be-  
ne, Mrs. J. H. B. B. B. B. B. B. B. B.  
P. J. Saenz, Mrs. Olga Sawsky,  
Mr. Konru Tokiyedev, Mrs. Isabe-  
True, Mr. and Mrs. J. N. de Villiers,  
Miss S. H. de Villiers, Sister Teresa  
Mr. W. W. Wilson, Mr. H. W. Kilby,  
and Mrs. G. M. Dowdall, Mr. A.  
E. Merbach, Mr. C. H. Meyer, Mr.  
Mr. E. Mueller and Mr. N. Adamians.  
Per s.a. Press. Taft, for Manila  
February 4.—Miss E. V. Ball, Mr. and  
Mrs. A. E. Bartlett, Mr. and Mrs.  
C. H. Boyer, Mr. J. K. Butler, Mrs.  
K. W. Brown, Miss D. L. Brown, Mr.  
W. H. Brown, Mr. F. Chas. Ray,  
S. Deane, Mr. Alvin M. Evans, Mrs.  
J. B. Eyestone, Miss Josephine Eye-  
stone, Miss Florence Fox, Mr. Court-  
ney Goode, Mr. V. Giles, Mr. and Mrs.  
C. N. Hudges, Mr. Frank Hammond,  
Mr. M. D. Knapp, Master  
Druss Knapp, Mr. Harold Lucke,  
Mrs. E. E. Pennington, Master  
Lobenstein, Miss C. Lobenstein,  
Miss P. Karbanoff, Mr. D. B. Mac-  
lean, Miss Gertrude Monck, Mrs. Joe  
Rabio, Mr. P. Orbell, Mr. H. Phillips,  
Dr. De Pettit, Mr. and Mrs. Jose La-  
tano, Miss Marion Rubio, Jo Rubio,  
C. Ryan, Dr. P. J. Ryan, Mr. J. E.  
Simmie, Mrs. E. G. Simmie, Mr. and  
Mrs. E. Van Hoff, Mr. J. Waddington,  
Mr. and Mrs. Stanley High, Miss  
Minnie Wilson, Miss Mary Johnson,  
Miss Blanche Apple, Miss Virginia  
Brown, Miss Harriett Halverson,  
Miss Belle Long, Miss Josephine  
son, Rev. Eyestone, Rev. II. H. Welch,  
Mrs. R. Welch, Mrs. L. H. Orclenly,  
Miss E. L. Welch, Mr. Julio Garcia,  
Mrs. J. S. Waddington, Mr. Abella,  
Mr. B. Joseph, Mrs. V. V. Joseph,  
Mr. J. C. Browne, Mr. A. C. Browne,  
Sister A. Arattina, Sister A. Arattina,  
Sister P. Guerdanin, Sister P. Har-  
renchen, Sister G. Geni, Sister C. I.  
Ciriza, Sister I. Preixa, Sister Maria  
Talasas, Sister A. Salinas, Sister C.  
Statarum, Mrs. K. L. Rowland, Mrs.  
P. W. H. Schaefer, Sister C. W. Smith,  
W. M. Chien, Mr. P. Chichan,  
Rufus Knapp and Mrs. and J. E.  
Simmons.

## FOX HUNT ON A MOUNTAIN.

## HOUNDS DASHED TO PIECES OVER PRECIPICE.

Pallis Mawr, the 400 ft. precipice upon the summit of snow-capped Cader Idris, the second highest mountain in Wales, was the scene the other day of the termination of what must surely rank as the strangest story in the annals of fox hunting.

After "drawing" the base of the mountain for some time the hounds of the Dysynni Valley Foxhounds scented a fox making its way up the mountain. A remarkable chase followed. Over the deep gullies and steep chasms, with which the mountain is studded, went Reynard, grimly followed by hounds and huntsmen. The chase continued for several hours until, at last, Pallas Mawr, the summit of the mountain, was reached. Here Reynard halted on the edge of the precipice and awaited his pursuers. Four of the hounds were soon on the spot, and, forgetting caution, sprang at the fox. Reynard twisted to

ITS WORKING FOR TWO  
YEARS.

In October just two years had passed since Germany created, in the Reichsmark, a stable currency which has inspired general confidence. At the beginning of October 1924, in accordance with the provisions of the Dawes plan for the remodelling of the Reichsbank and the coinage of Germany, the Reichsmark replaced the Rentenmark, which had served as a provisional currency after the collapse of the paper Mark in the storm of the inflation. Since that date the German currency has constituted a firm foundation for the reconstruction of the economic system, which had utterly broken down at the end of 1923.

First, as regards the position of the Reichsbank itself: the gold-reserve increased from 457 million Reichsmarks at the end of 1923 to 1598 million Reichsmarks at the beginning of October 1926. The note circulation, which depends on the fluctuations of the markets, rose during the same period from 1941 million R.M. to 3251 million R.M. By law, the notes of the Reichsbank must be covered up to 40% by gold and good foreign securities. As a matter of fact, during the two years since the Reichsmark was introduced, the proportion covered has been on an aver-

age more than 40%. The value of the foreign securities held by the bank to cover notes amounted at the beginning of October 1926 to 521 million R.M., as compared with 253 million R.M. at the end of 1924. The energetic and prudent financial policy pursued by Dr. Schacht, President of the Reichsbank, in closest touch with the heads of the American and English central issuing bank has largely contributed to the stability of the Reichsmark.

Under the protection of the new gold-standard, far-reaching changes have taken place in the German economic system. Industry, agriculture, and commerce, employers and workers have made every effort, in spite of the greatest difficulties, and especially in spite of the most pressing need of capital, to create, out of the wreck of the inflation years, a new and efficient economic organization. That has cost enormous sacrifices. At the beginning of 1926, the number of officially declared bankruptcies rose to over 2000 a month, as compared with a monthly average of 800 in 1913.

The necessary participation of Germany in the world's political and economic transactions has also made gratifying progress during the last two years. We need only mention here her entry into the League of Nations, and the conclusion of the International Steel Pact.

But whatever satisfaction may be felt at the revival of German economic activities, and therefore the revival of her purchasing power in international markets, it would be a mistake to look only at the favourable signs of development in Germany, and to think that there are here no difficulties to overcome, such as other countries have to contend with. Germany, too, has, very serious economic problems to solve. When we are told for instance, that there are in Germany, even now, 11½ million unemployed, we shall be in no danger of overrating the progress made in German economic reconstruction. But the amount of the export trade—another criterion of national prosperity—also indicates that the former level is still far from being reached.

The exports in 1923 amount so far to only about 75% of those of the last year before the war. The greatest hindrance to progress, is, however, the German foreign debt which already amounts to 75 milliard R.M.; and the payment of interest and principal will be a heavy burden on the country for years to come. When, in conclusion, we mention the repatriation burdens of the Dawes plan, it will be impossible to doubt that Germany has still a hard and steep road to climb, before her national existence can be fully restored.—Dr. Oser Wingen, of Berlin.

one side, and the hounds, missing him, went hurtling over the edge of the precipice, two being dashed to death and the other two landing upon a projecting ledge. In the confusion that followed the fox doubled in its tracks and got clear away.

In order that the two living dogs could be brought to safety it was necessary to lower men down the cliff-face by means of ropes, a task which took several hours.

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Our entire stock has been gone through by our visiting Director from London, and all oddments and remnants thrown out and under his instructions these oddments and remnants must be sold at

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These special goods will be displayed on tables on the ground floor of our establishment and early comers on Monday morning will secure the pick of these

# BLUE TICKET BARGAINS.

REMEMBER, BEST BARGAINS GO FIRST.

# SEE WINDOWS.

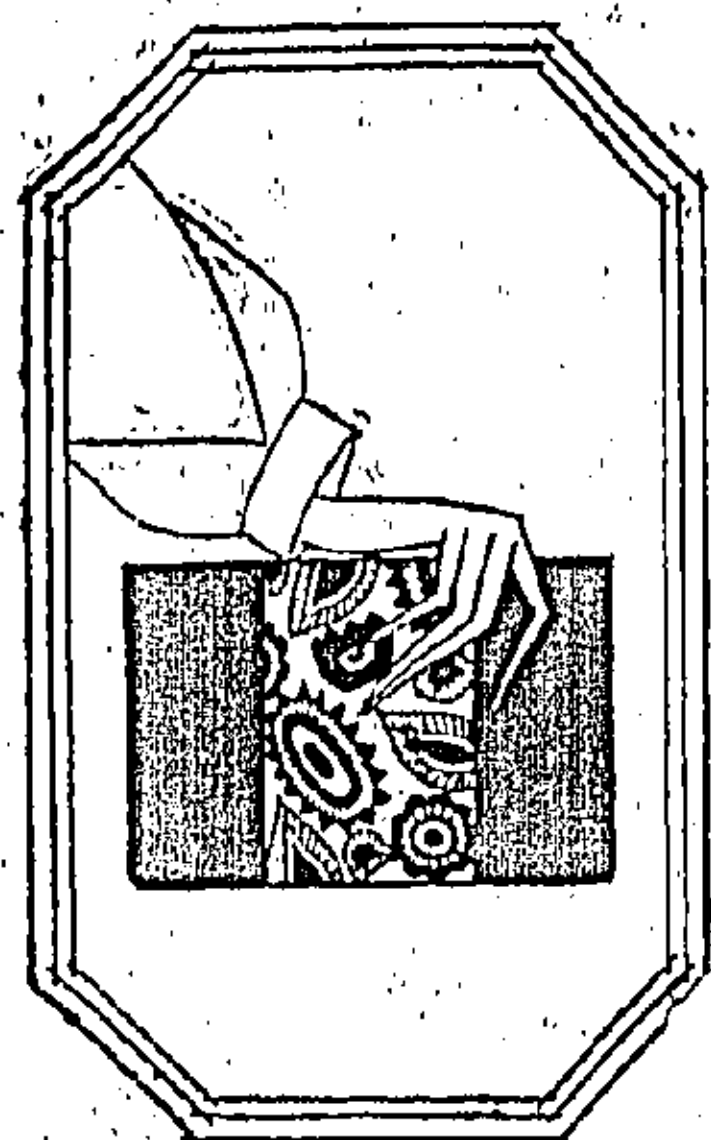
WHITEAWAY, LAIDLAW & Co., Ltd.

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# WOMAN'S WORLD



A band of white suede printed in modern design in red and black makes this black suede envelope purse very gay.

## VICTORIAN FANS

### GRANNIE'S TREASURES.

The up-to-date dance girl, anxious to find something new in the way of fans, apart from the ubiquitous ostrich plumes, is using a prim Victorian fan of black velvet or satin, decorated with equally prim Victorian flowers, either painted or in wool work.

There are grandmothers who remember going to balls in the '80's and using fans of similar appearance, and those who can turn out their treasure boxes and provide genuine examples of the new-old fans are being blessed by their granddaughters.

Roses, poppies, or roses mingled with forget-me-nots, are the most popular flowers for decorating these fans; and the designs must follow the crudity of Victorian crewel work. Old antiques and pianoforte "fronts" are being turned out and the designs copied for painting on the new fans.

Another novel idea, that is becoming very popular for evening use and which especially fits in with the more demure type of fan is the jewelled gauntlet. These gauntlets, made of silk or velvet and embroidered with mock precious stones or beads, are being worn instead of bracelets by the modish dance girl. They serve the dual purpose of being decorative and useful, in that they keep the wrists warm on chilly evenings.

## LATEST FASHIONS.

### IN SEMI-PRECIOUS STONES.

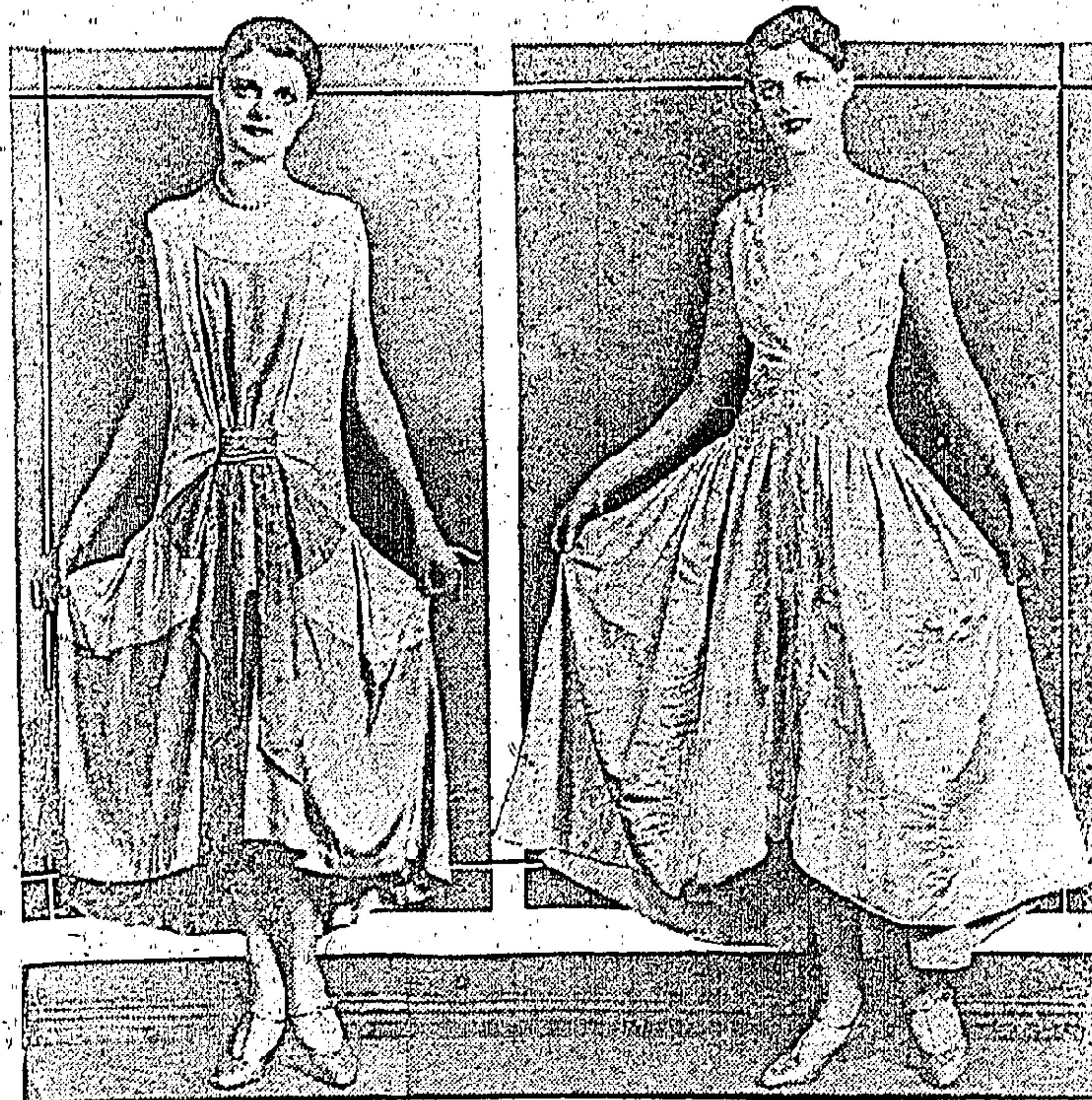
Semi-precious jewellery grows more popular as it grows more beautiful. Today everyone is wearing colourful jewels which are either real or in imitation of Oriental stones and settings. A great many women look with disdain upon the cheaper imitations and regard only real stones set in handwrought setting with approval.

Bracelets are the most important jewellery items of the day. Earrings are rarely worn except upon formal occasions since the entire fashion trend in dressing is for sports or semi-sports wear. Rings of semi-precious type harmonize with bracelets. The well-dressed woman harmonizes necklaces, bracelets and rings of semi-precious type with her day costumes and keeps her diamonds and pearls for evening wear.

Among the most beautiful costume bracelets are those made of jade, carnelian, crystal, amethyst, lapis, amber, turquoise or turquoise, set in hand-wrought silver links or gold links. Carved stones are considered even lovelier than smooth stones where bracelets are concerned. Wide band bracelets of Indian type, set with old turquoise stones are well liked although most of the most costly bracelets are of Oriental type. Recently introduced are huge crystal rondels strung on tiny silver chain with occasional large round crystal or amethyst beads dividing the rondels.

A new bracelet of exotic type is one which is five inches wide in band form. This slips over the wrist without having a clasp since it leaves a portion of the arm showing. An unusual bracelet of inexpensive type is the narrow silver band which terminates in an arrow of brilliants. This also slips over the arm without clasping, leaving a portion of the flesh exposed so as to look as though the arrow were actually run through the flesh.

A very new necklace for evening is the long silver chain with small rhine-stones or crystals spaced every inch or so. Long necklaces of large pearls are also among the season's fads.



Here are two models, both developed in moiré, which are proving very popular with debutantes.

## OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, 30th December, 1926.

As a specially seasonable contribution, Madeleine has sketched a charming theatre cap of the kind that makes every woman who wears it speculate about what a marvellous queen she would have made—musical comedy or royal—because it has a truly regal appearance; except perhaps the roses at the side bring it down to the level of the happy proletariat. It is composed of gold or silver tissue, embroidered with beads, and encircled by a band of the same shade as the flowers. Gold and deep red, or silver and coral pink, make alluring combinations for this fascinating head-dress; and if you have any ingenuity you will be able to make one for yourself. The only difficult part will be to get the coronet effect, but this is achieved by cutting the tissue to the shade, and then wiring it before proceeding. Anyhow, go ahead with a good heart, and you are bound to evolve something very pretty, if not quite what you set out for.

The useful and attractive little garment drawn here by Stephanie for your delectation strikes a somewhat novel note by the side pleats and the lace "V." The latter is of course entirely optional, although effective; and coloured voile and Paris insertion will be found the ideal materials in which to carry out the design. They will also stand considerably more visits to the laundry (or surreptitious immersions in the bath-room basin than any others.

This week I want to see a collection of competition dolls, intended for subsequent distribution to hospitals and homes. The competition is held annually under the patronage of so many important ladies that I should most assuredly terminate my journalistic existence were I to attempt to enumerate them in their correct order of precedence, complete with titles and so on. But as you, like me, are probably much more interested in the dolls, let me proceed to say that the prize damsel was a baby doll, dressed in everything, down to the tiniest and most intimate detail, hand-made. Even the lace on the

diminutive garments was hand-made, and very beautiful and well deserved the prize it earned; but I could not help thinking that the poor little mite who will cherish it would love it just as much if the lace had been of the penny-a-yard variety, and sewn on by machine. I was told, however, that such a treasure would not be given to any child individually, but to the ward, and would be lent to the kiddies as a special treat, prior to their being operated on; so of course her glory was justified.

Is that so?

Sir Gerald du Maurier, whom our artist has drawn for you this week, needs no introduction. Few of my readers are unaware that he is George du Maurier, the author of "Trilby" and that beautiful book, "Peter Rabbitson," also of course, famous as a "Punch" artist. I suppose Sir Gerald has introduced romantic yearnings into the hearts of more flappers than any other living actor... although this is not the kind of thing he likes to read about himself!

He has just finished playing, for a record number of times, in "The Last of Mrs. Cheyne," one of those apparently easy parts in which he is, as his critics would say "just himself." Not long ago I had a talk with Sir Gerald, and introduced this subject of his always being "himself." "Yes," said he, "But I wonder how many people know the difficulty of being even oneself artistically! If an ordinary man goes on to the stage in his ordinary way, what sort of a figure do you think he is going to cut without technique? Say I am going to light a cigarette," he continued, illustrating the idea for my benefit, "I strike the match here—so easily. Does

that look well? No. So I walk over and strike it here. Then I light my cigarette, all so easily, and walk over and talk to someone. All quite natural, of course! But, believe me, there's a great deal more hard work in being convincingly natural than people imagine."

When asked why he didn't play Shakespeare sometimes, Sir Gerald laughingly remarked that he hadn't got the necessary brawn, and Shakespeare supplied the brains, so the idea didn't attract him. What an avalanche he might have brought down on his head from Shakespearean actors in general; but of course he was only pulling their collective legs. I am sure.

### The Street of Adventure.

A book that you must read, whatever kind of literature you favour in the ordinary way, is "Memoirs of a Court Photographer," by Richard N. Speaight, F.R.P.S. (Hurst & Blackett). Mr. Speaight has photographed everybody who matters, English and foreign; royal and semi-royal, and he has interesting things to tell us about them all.

As a visit to the photographer ranks in the minds of many people with a visit to the dentist—and sometimes even more so—it is particularly interesting to hear how the great ones of the earth behave on these occasions.

Incidentally, Mr. Speaight was one of the first men to abolish that beautiful style of photography wherein all of our ancestors, young and old, leaned gracefully against a rustic gate and clutched a basket of flowers with an expression indicating that they were momentarily anticipating the firing of a powerful gun in the vicinity. Accordingly, if he had never achieved anything else of note, he would have earned the gratitude of thousands of this generation who will not have to smile on posterity in a uniform manner... even though they may tend to smile too much! Mr. Speaight records that Lord Northcliffe interviewed half a dozen people while he "sat" to the photographer. Every opportunity for a really natural picture there!

## SUITABILITY.

### RING TO MATCH THE HAND.

Nowadays, everything is judged on the basis of suitability.

This is the day of the large important stone in the minimum of setting—a setting almost unnoticed. But only the statesque hand can carry off the largest of these rings, and only the truly beautiful as well as statuesque should try to do it. The squat, square-cut, plump hand emphasizes all its faults when it wears a square-cut stone, especially a stone of considerable size. Even the graceful hand, if small, should not try the large, square-cut stone. The oval stone of medium proportions is less trying to almost any hand.

Colour must be considered, too—not only the colour of one's other jewellery, but the colour of one's hand. A diamond ring calls for nails perfectly manicured, or the effect of the shining stone merely calls attention to their lack of brilliance. An emerald ring on a hand a bit too red makes it positively vulgar. "Queer stones," settings cluttered up with small diamonds, anything in the way of a stone that is obviously an imitation—these things are much worse when they appear in a ring than they would be in an earring or a bracelet.

Since rings should be real, it is indeed fortunate that they no longer have to be numerous. In fact, they must not be. One ring is quite enough; one on each hand is the permissible maximum. To be sure, most smart women own a great many more rings than this, chosen because they go with some particular ensemble; but to wear them all at once is to confess oneself old-fashioned.

## WHITE JADE.

A wise old woman told me once

That, prisoned in white jade,

There lives the pure, untouched

young soul.

Of one, a gentle maid.

My fan has sticks of smooth, white

Jade,

And tinted ribbons, frilled;

Like passion flowers, flaring out

When noon is come and stilled.



This attractive little garment is of voile and insertion.

## THIS WEEK'S RECIPE.

### FIG PUDDING.

Wash and chop 1 lb. of cooking figs rather finely, and 4 ozs. of blanched and chopped nuts of any kind, 1 lb. of breadcrumbs, 4 ozs. of Demerara sugar, 2 ozs. of grated suet, the grated rind of a lemon, a pinch of salt and 2 beaten eggs. Mix well and if the mixture be too dry add a little milk. Put all into a greased basin, cover with greased paper and steam for 2 hours. Turn on to a hot dish and serve with custard or melted butter sauce.

My perfume vial's made of jade,

As white as shallows kissed

By Winter's lips, with silver ferns

Implanted in their mist.

My sandals—soft as kitten's ears—

Are clasped with hearts of jade;

And serpent eggs were not more

white

Than they, when they were

made.

My flute is tipped with curving jade,

That's like a Gobi star;

But music will not come from it

Beyond a single bar!

What though I may surround myself

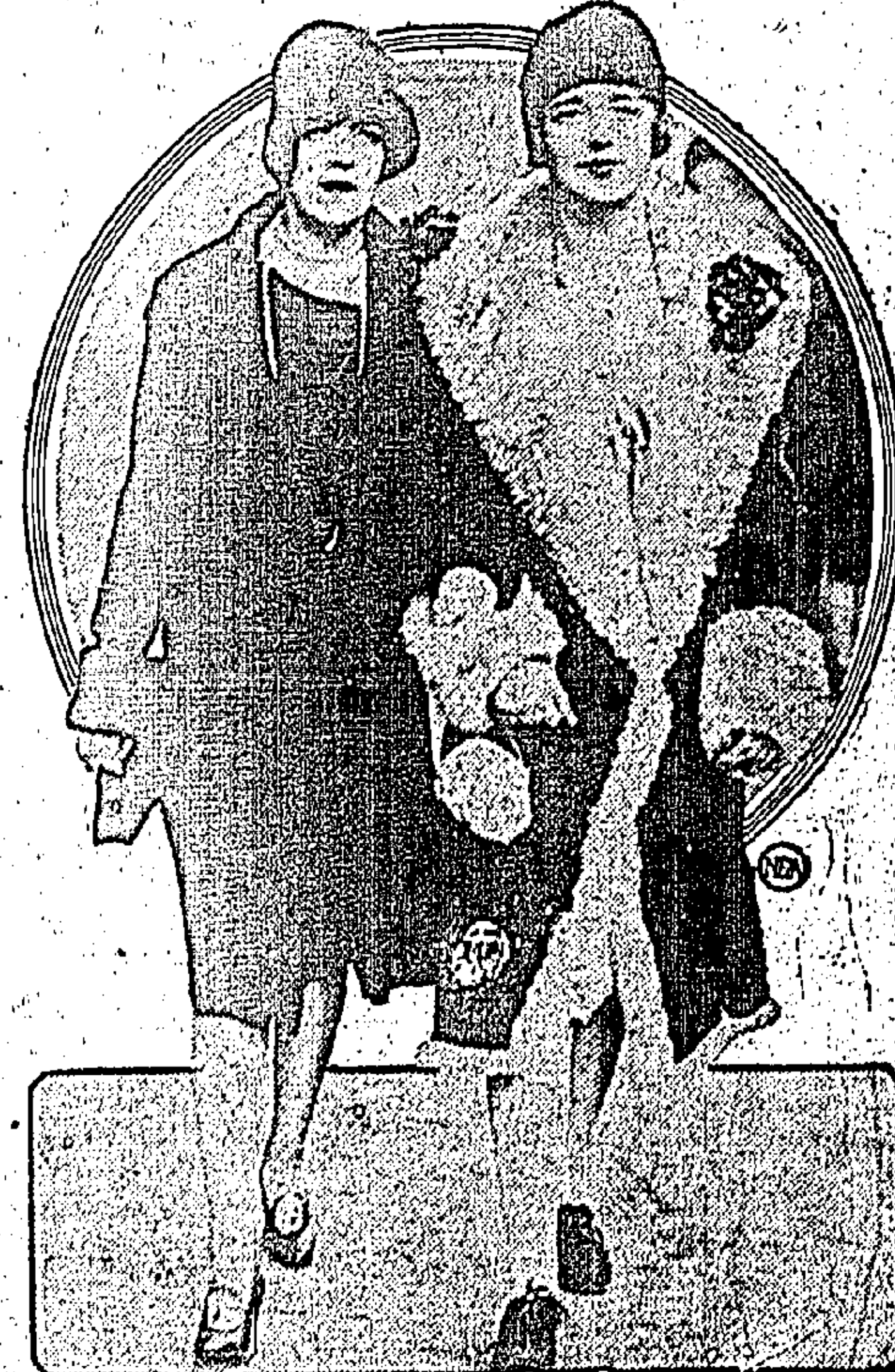
With talismans of jade?

I am myself, and in my heart

I still am much afraid.

Sonia Ruthelo Novak.

## TWO SMART COATS.



The figure seen on the left is wearing a French designed coat with collar and cuffs of astrakhan. The model on the right is wearing a black cloth model lined with white fur.

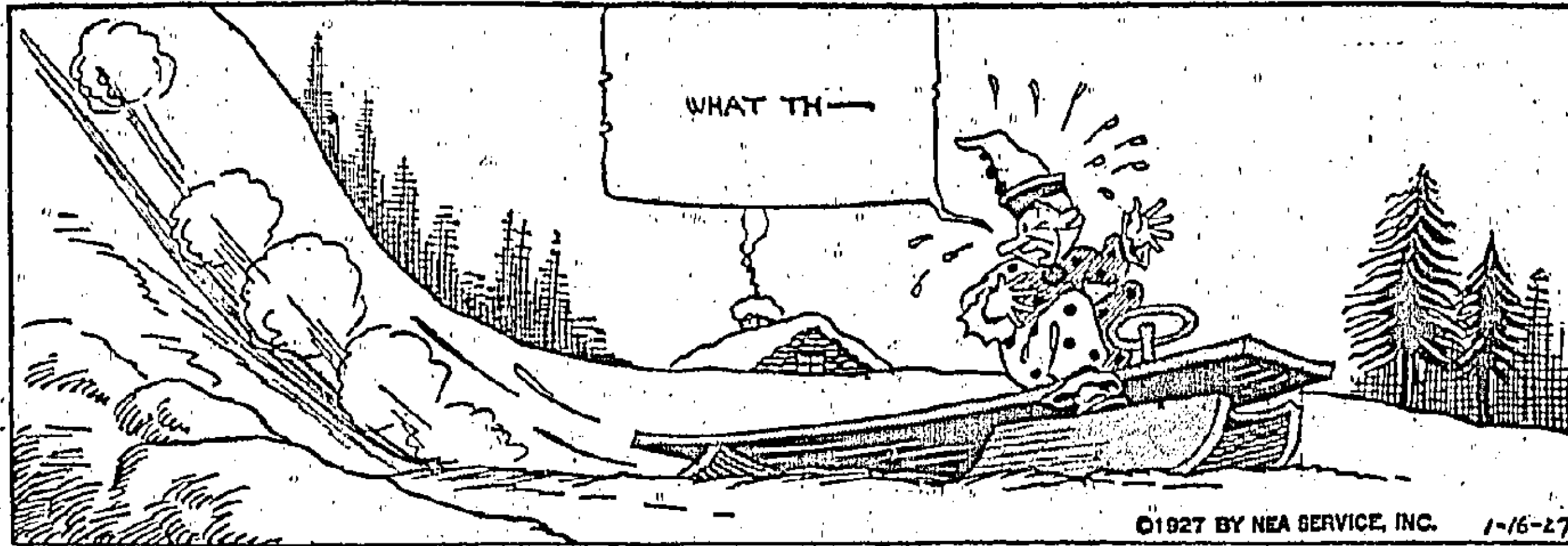
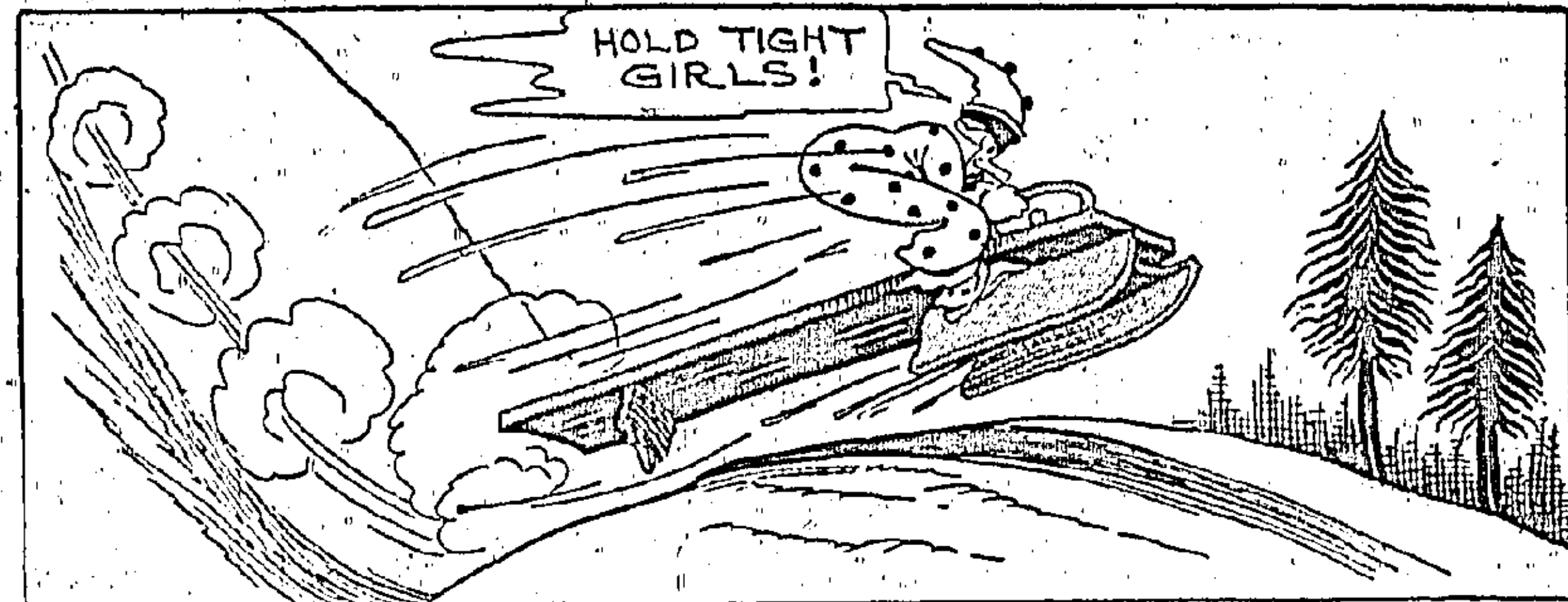
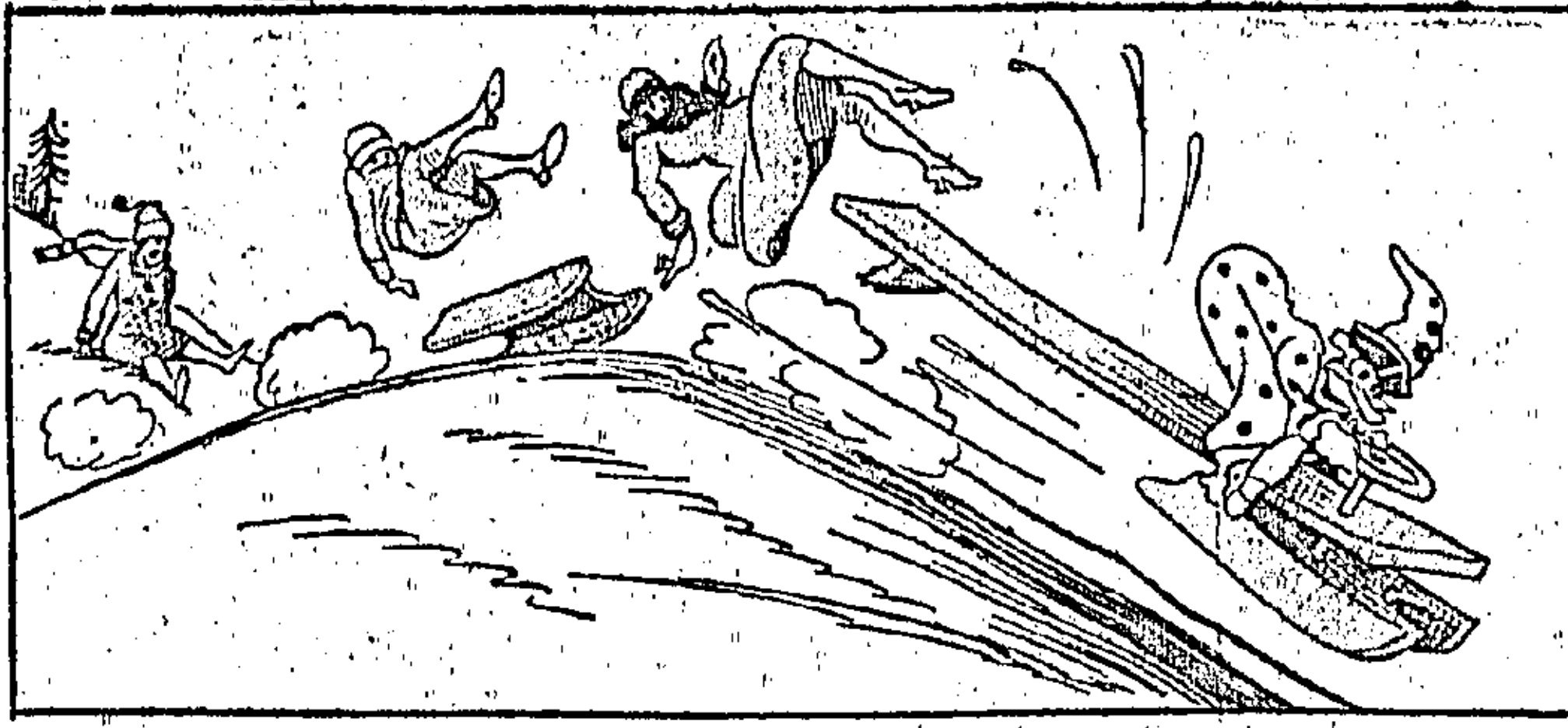
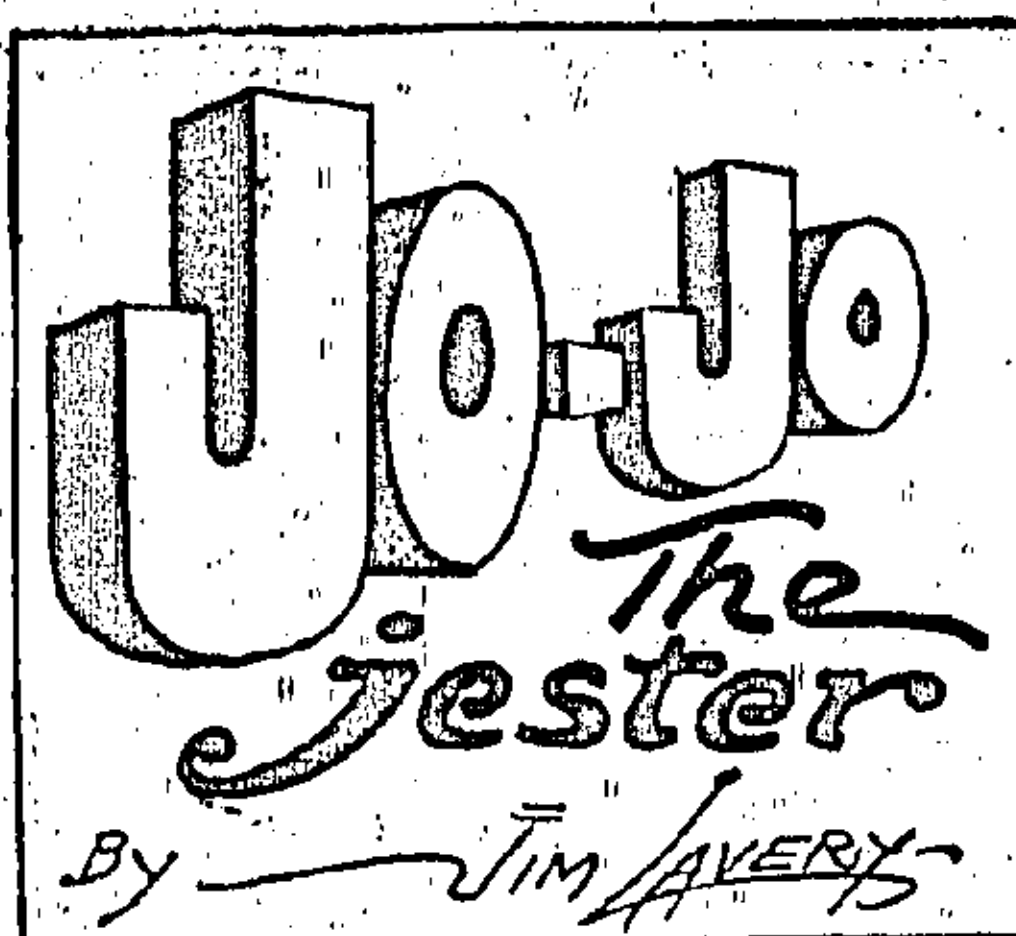
## FASCINATING THEATRE CAP.



MADELINE

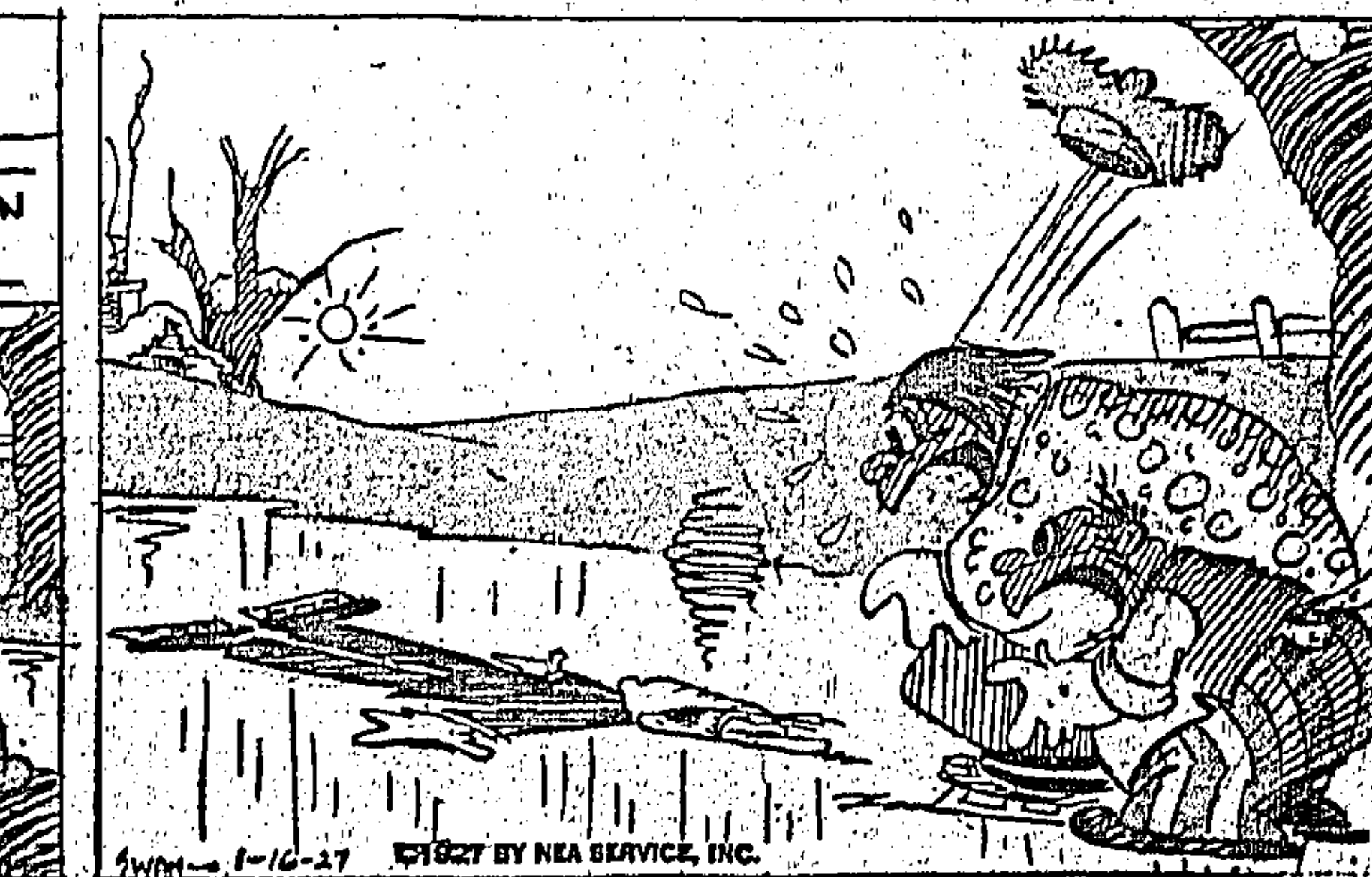
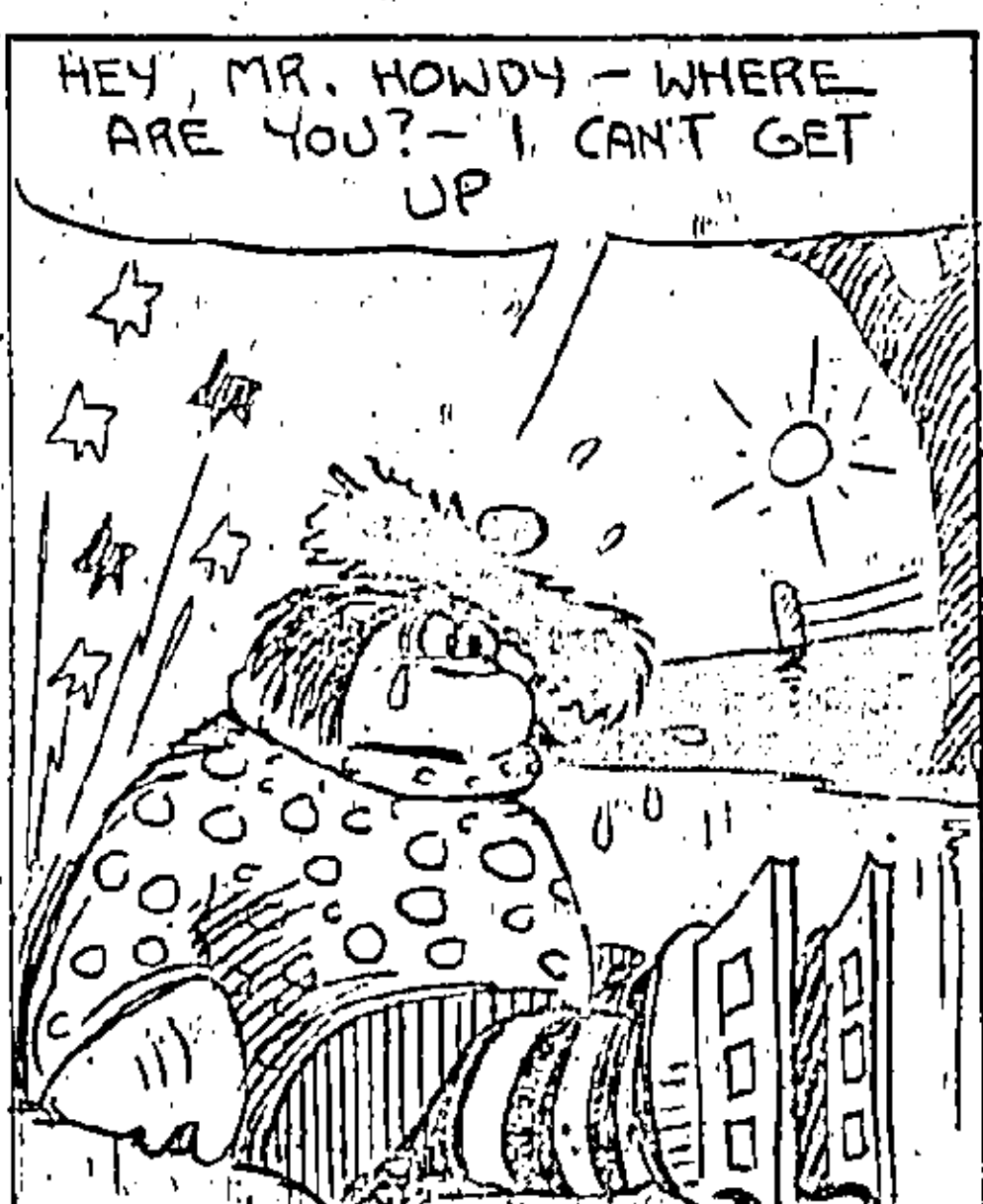
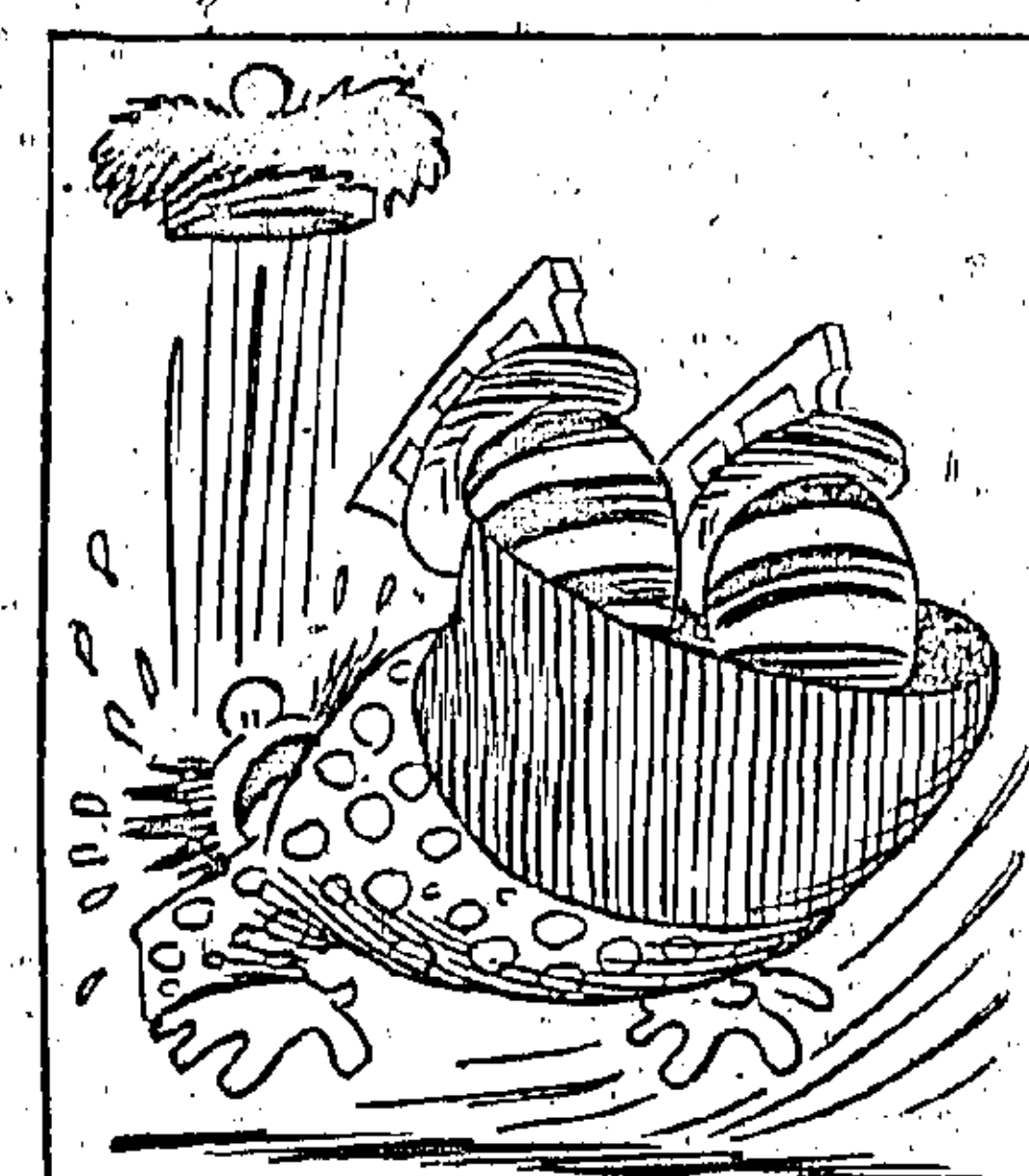
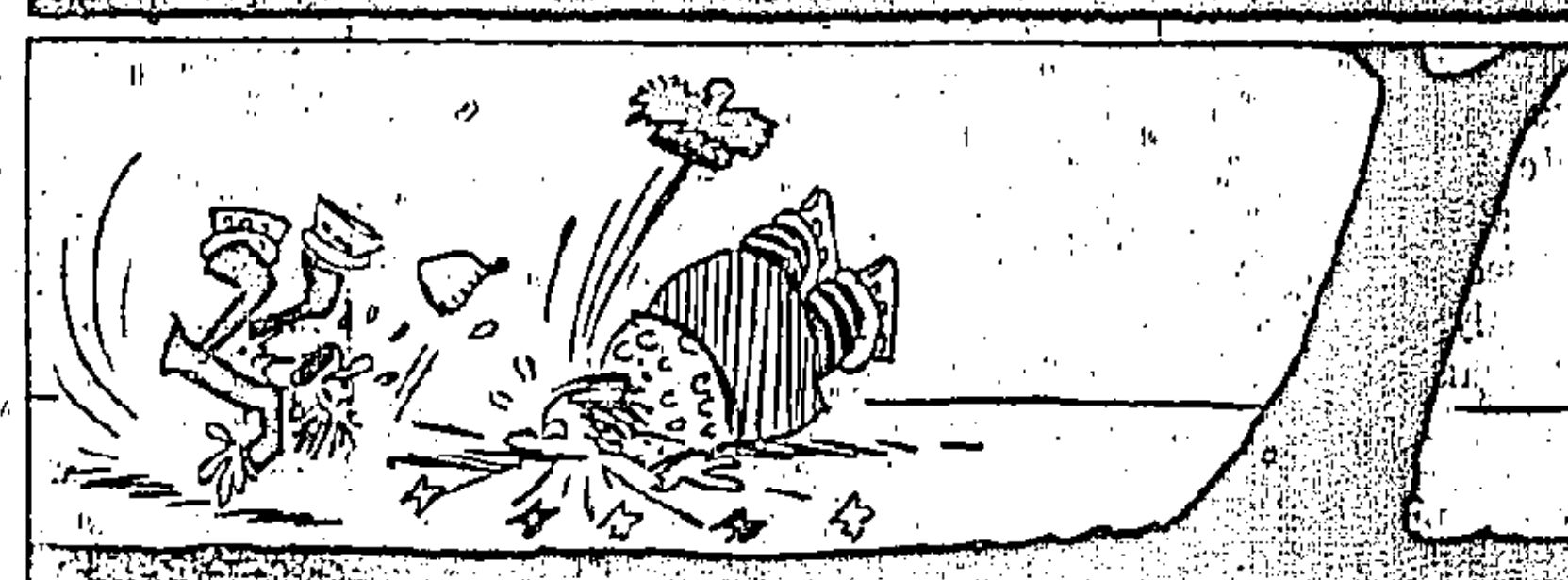
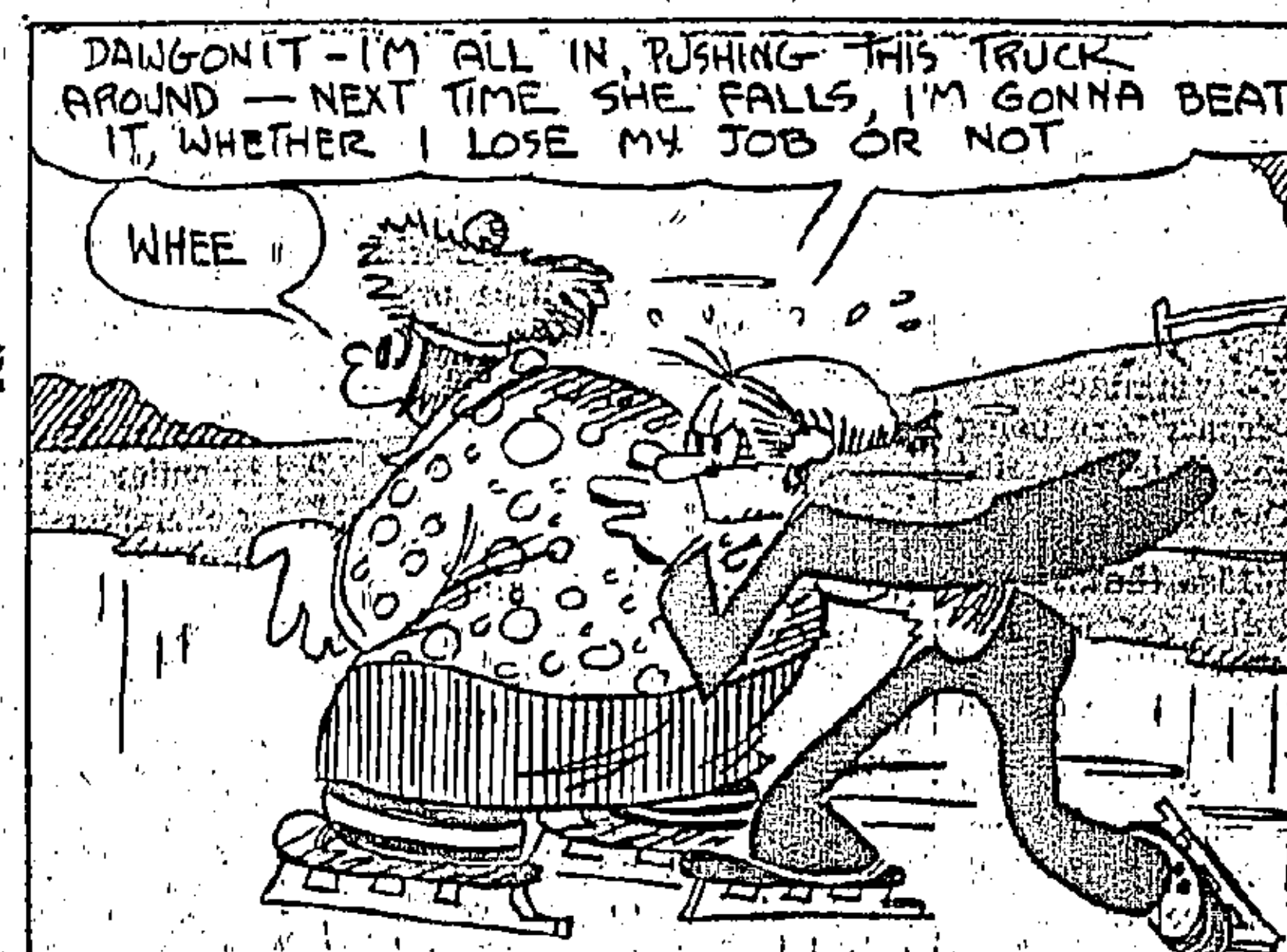
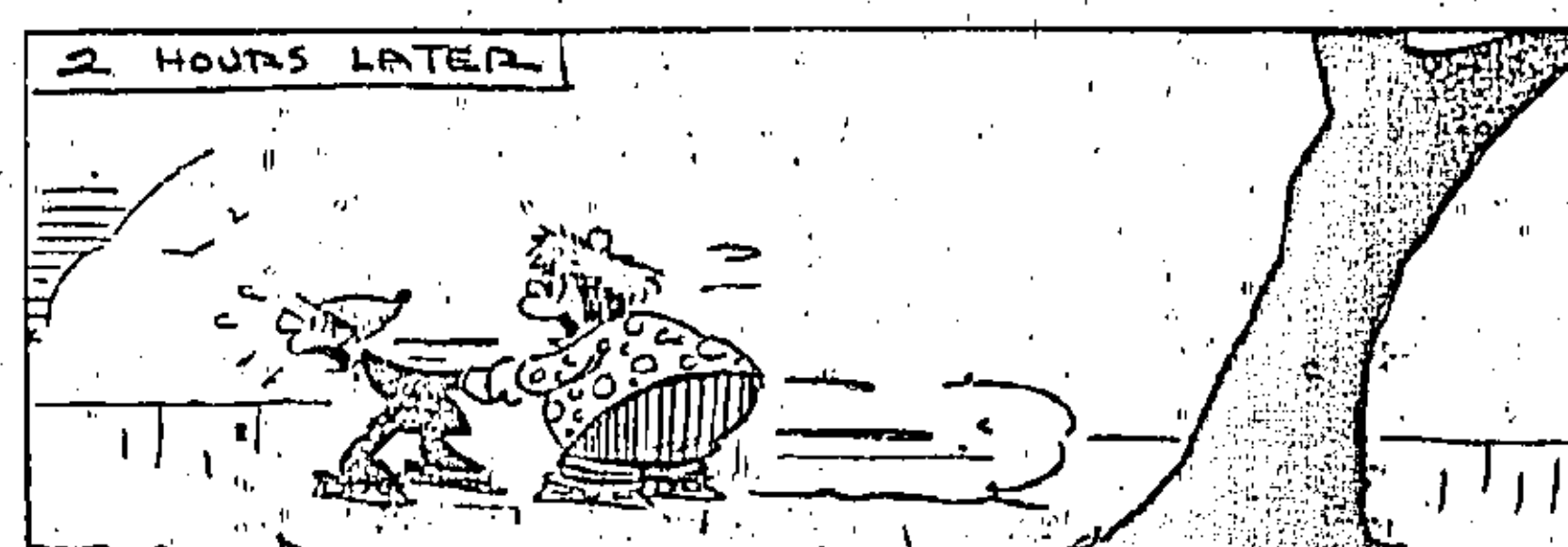
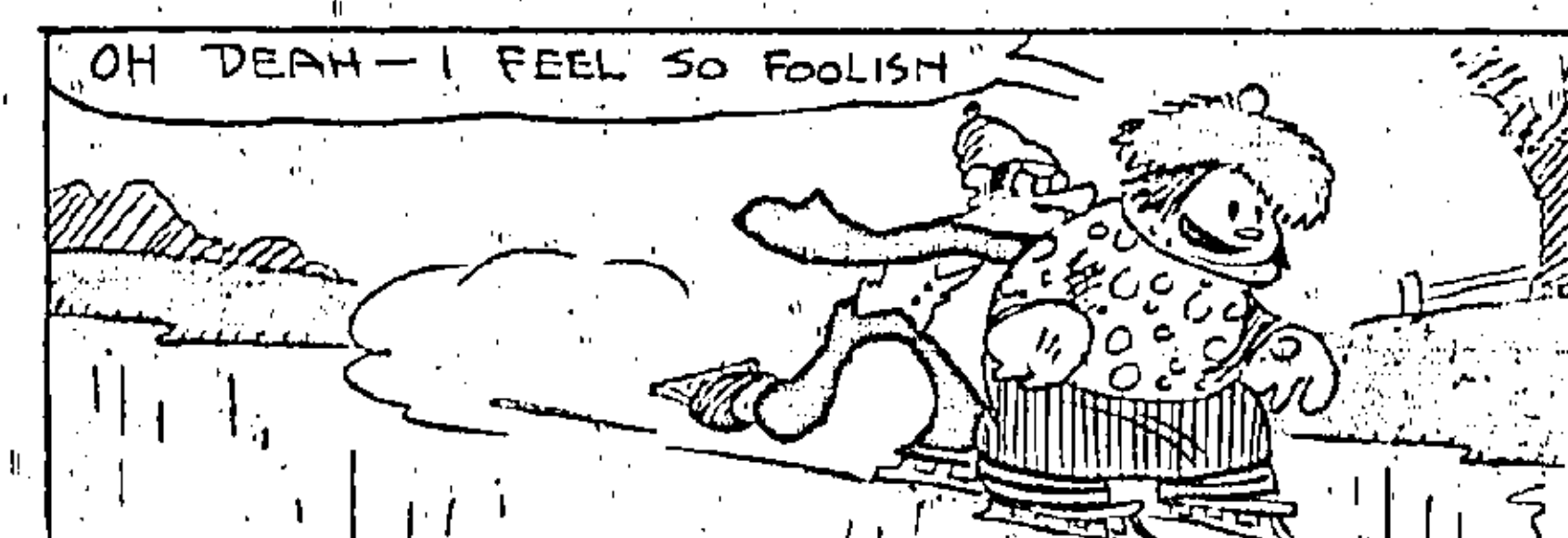
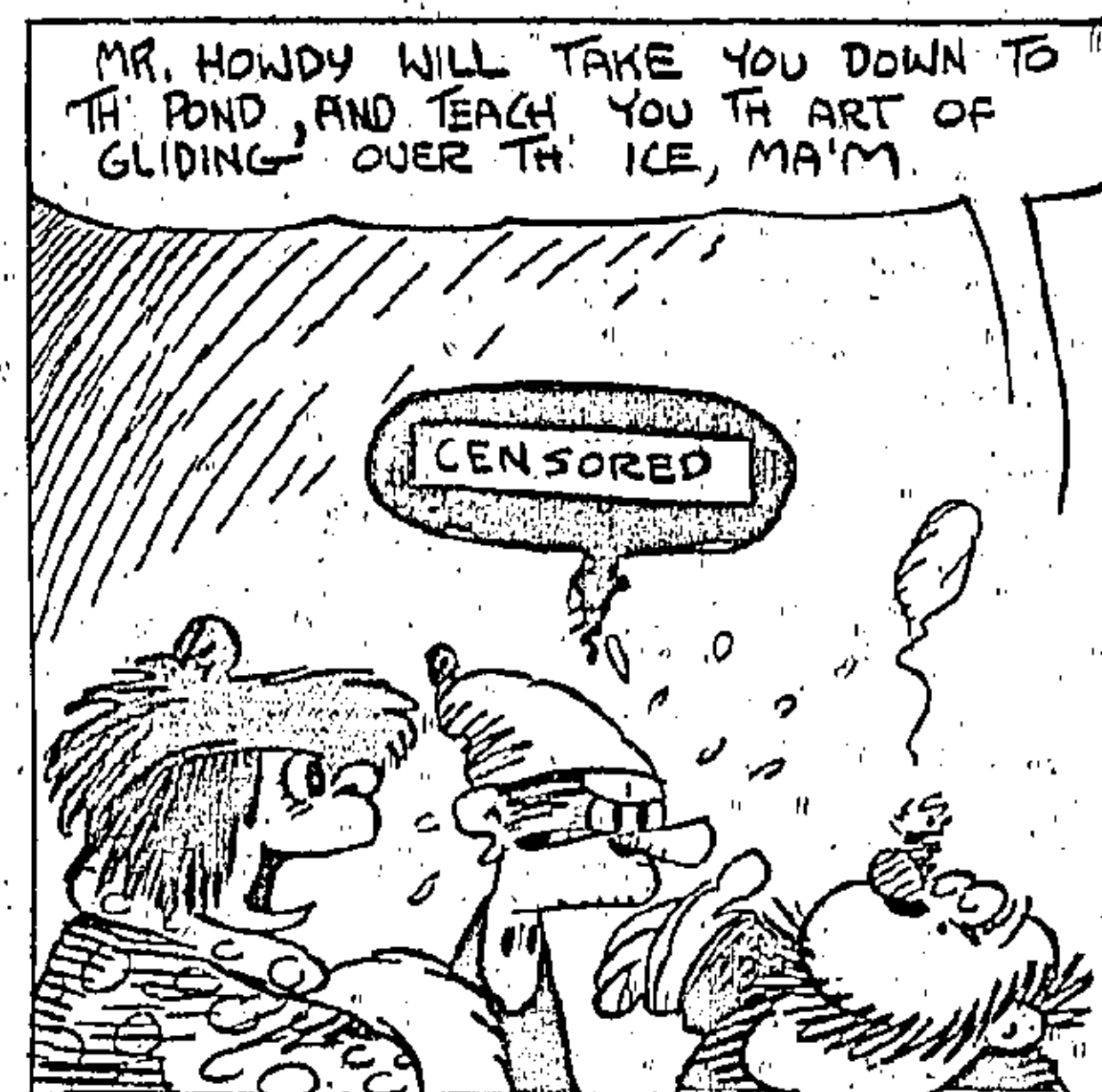
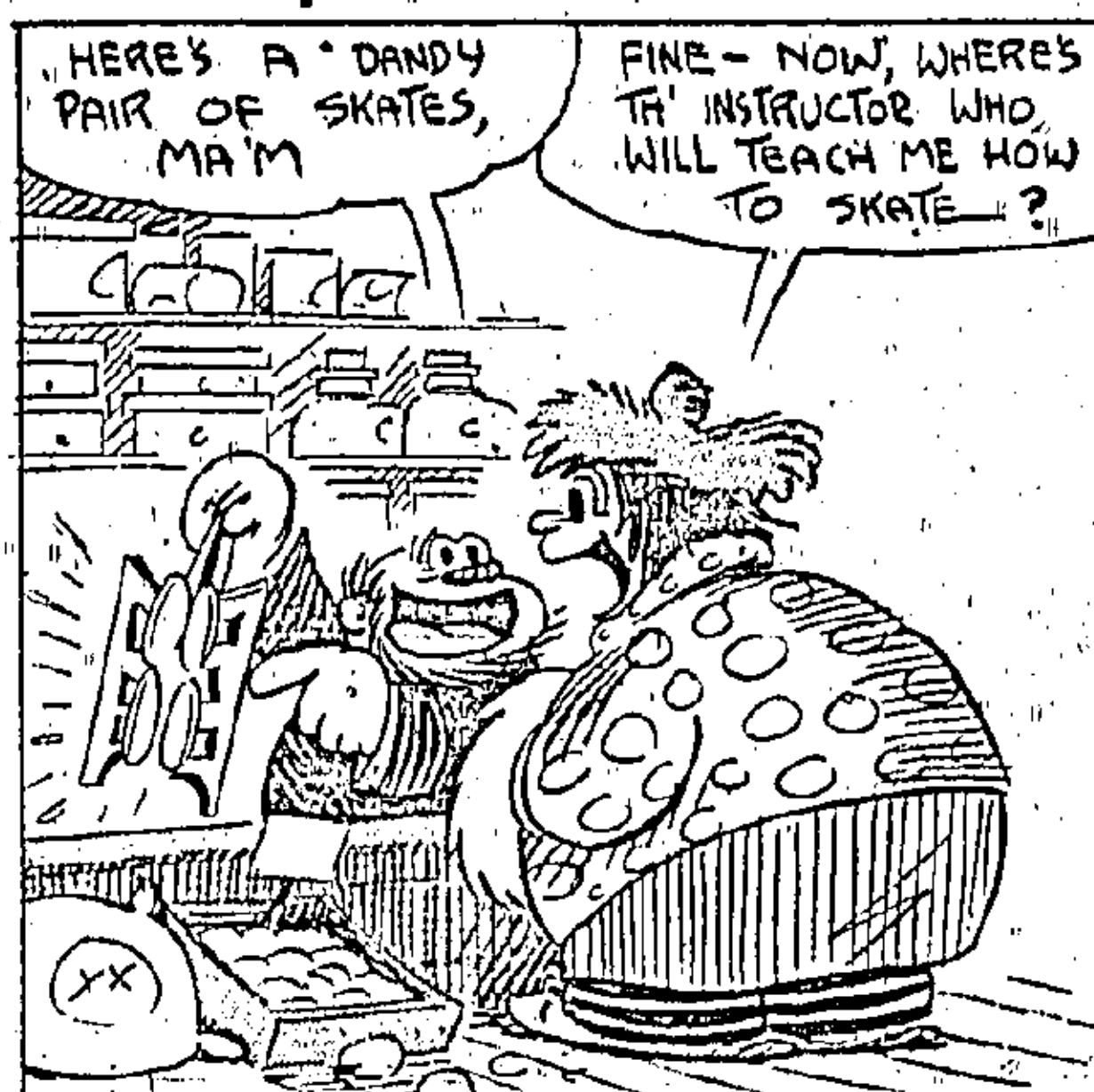
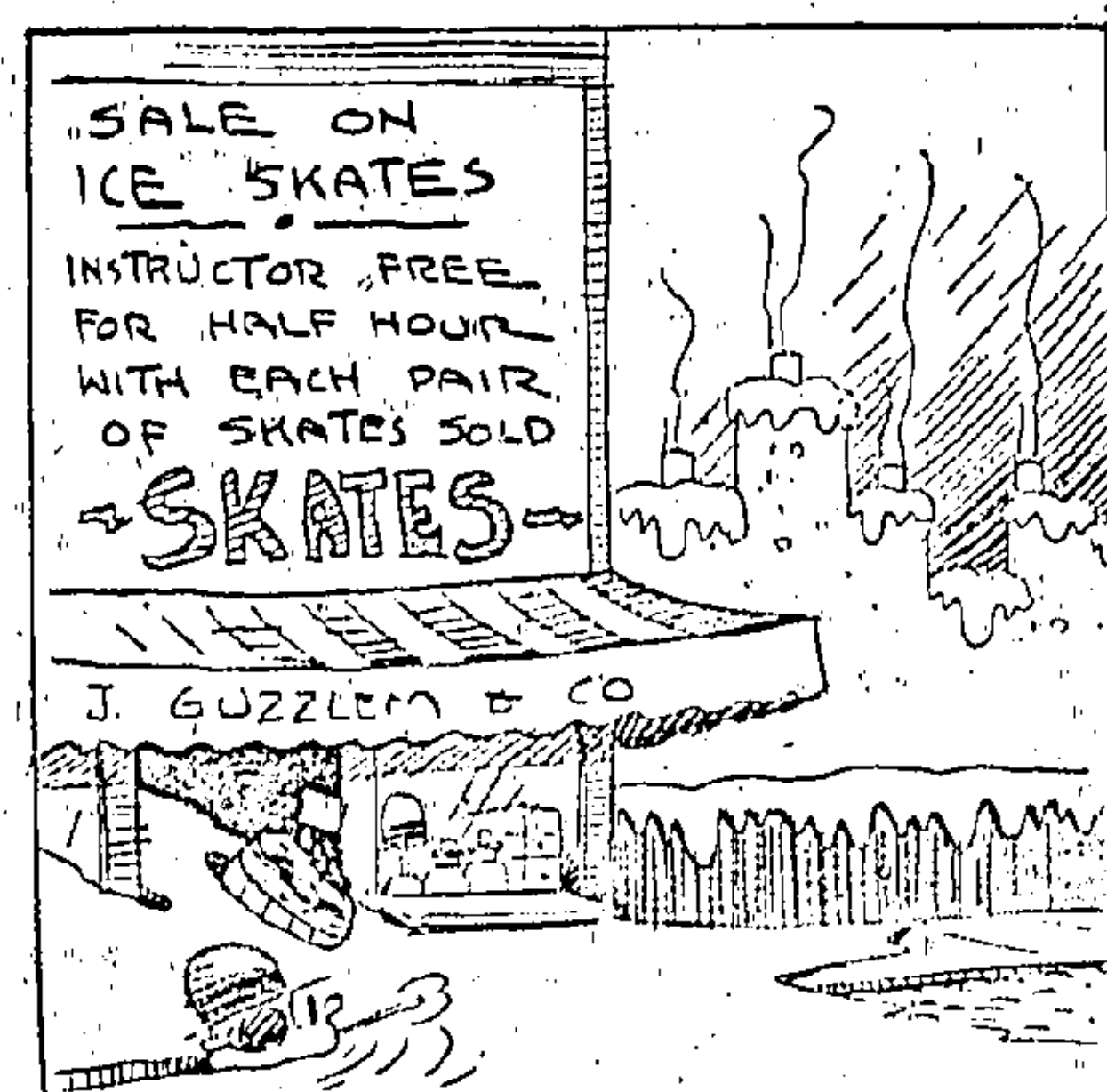
A delightful theatre cap to make for yourself.





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## SALESMAN SAM



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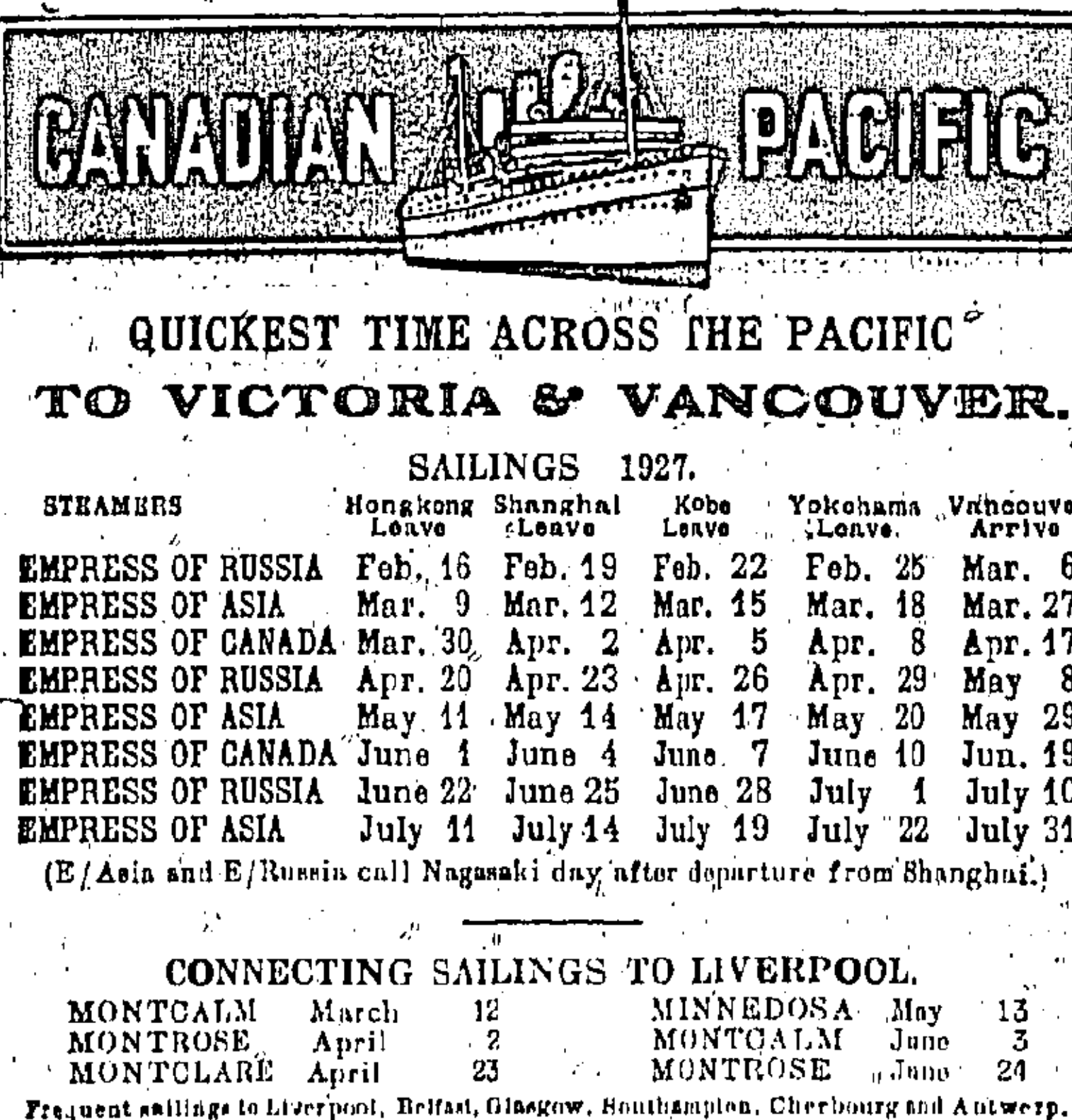
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|-------------------|----------|----------|---------|----------|-----------|
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| EMPEROR OF ASIA   | Mar. 9   | Mar. 12  | Mar. 15 | Mar. 18  | Mar. 27   |
| EMPEROR OF CANADA | Mar. 30  | Apr. 2   | Apr. 5  | Apr. 8   | Apr. 17   |
| EMPEROR OF RUSSIA | Apr. 20  | Apr. 23  | Apr. 26 | Apr. 29  | May 8     |
| EMPEROR OF ASIA   | May 11   | May 14   | May 17  | May 20   | May 29    |
| EMPEROR OF CANADA | June 1   | June 4   | June 7  | June 10  | Jun. 19   |
| EMPEROR OF RUSSIA | June 22  | June 25  | June 28 | July 1   | July 10   |
| EMPEROR OF ASIA   | July 11  | July 14  | July 17 | July 20  | July 29   |

(E/Asia and E/Russia call Nagasaki day after departure from Shanghai.)

**CONNECTING SAILINGS TO LIVERPOOL.**

| STEAMERS  | March | April | May       | June    |
|-----------|-------|-------|-----------|---------|
| MONTCAIM  | 12    | 2     | MINNEDOSA | May 13  |
| MONTROSE  | 23    | 13    | MONTCAIM  | June 3  |
| MONTCLARE | 23    | 13    | MONTROSE  | June 24 |

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|------------|----------|-------------------|---------------------|-----------------|
| Tjikarang  | Batavia  | 6th Feb.          | 10th Feb.           | Shanghai        |
| Tjikembang | Shanghai | 7th Feb.          | 10th Feb.           | Batavia         |
| Tipanas    | Java     | 13th Feb.         | 16th Feb.           | Saigon, Batavia |
| Tibeser    | Japan    | 15th Feb.         | 16th Feb.           | Batavia         |
| Tjikaboet  | N. China | 16th Feb.         | 18th Feb.           | M'kear & Java   |
| Tjikini    | N. China | 2nd Mar.          | 4th Mar.            | Batavia         |

†Via Macassar  
\*Via Batavia

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"THE SUNSHINE BELT"

| STEAMER             | Day                | Time       |
|---------------------|--------------------|------------|
| PRESIDENT TAFT      | Sunday, Feb. 13th  | 10.00 a.m. |
| PRESIDENT JEFFERSON | Tuesday, Mar. 1st  | 10.00 a.m. |
| PRESIDENT GRANT     | Tuesday, Mar. 15th | 10.00 a.m. |
| PRESIDENT MADISON   | Tuesday, Mar. 29th | 10.00 a.m. |
| PRESIDENT JACKSON   | Tuesday, Apr. 12th | 10.00 a.m. |

Thereafter Fortnightly Sailings on Tuesdays.

**TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.**  
"THE FAST SHORT ROUTE"

| STEAMER             | Day                  | Time      |
|---------------------|----------------------|-----------|
| PRESIDENT McKINLEY  | Wednesday, Feb. 16th | 5.00 p.m. |
| PRESIDENT LINCOLN   | Wednesday, Mar. 9th  | 5.00 p.m. |
| PRESIDENT CLEVELAND | Wednesday, Mar. 23rd | 5.00 p.m. |
| PRESIDENT PIERCE    | Wednesday, Apr. 6th  | 5.00 p.m. |
| PRESIDENT TAFT      | Wednesday, Apr. 20th | 5.00 p.m. |

Thereafter Fortnightly Sailings on Wednesdays.

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Thence to BOSTON AND NEW YORK.

| STEAMER             | Day                | Time      |
|---------------------|--------------------|-----------|
| PRESIDENT MONROE    | Tuesday, Feb. 15th | 8.00 a.m. |
| PRESIDENT WILSON    | Tuesday, Mar. 1st  | 8.00 a.m. |
| PRESIDENT VAN BUREN | Tuesday, Mar. 15th | 8.00 a.m. |
| PRESIDENT HAYES     | Tuesday, Mar. 29th | 8.00 a.m. |
| PRESIDENT POLK      | Tuesday, Apr. 12th | 8.00 a.m. |

Thereafter Fortnightly Sailings on Tuesdays.

**TO MANILA.**

| STEAMER             | Day                | Time      |
|---------------------|--------------------|-----------|
| PRESIDENT McKINLEY  | Tuesday, Feb. 8th  | 5.00 p.m. |
| PRESIDENT MONROE    | Tuesday, Feb. 15th | 8.00 a.m. |
| PRESIDENT JEFFERSON | Monday, Feb. 21st  | 6.00 a.m. |
| PRESIDENT WILSON    | Tuesday, Mar. 1st  | 6.00 a.m. |
| PRESIDENT LINCOLN   | Tuesday, Mar. 1st  | 6.00 p.m. |

For Passenger and Freight Rates apply to  
**ROBERT DOLLAR CO.**  
GENERAL AGENTS.  
HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR  
Telephones Central 2477, 2478 & 795.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

| Destination.                      | Steamer.                | Sailings.                 |
|-----------------------------------|-------------------------|---------------------------|
| CANTON                            | Hopsang                 | Sun. 6th Feb at 7 a.m.    |
| STRAITS & Calcutta                | Fooksang                | Tues. 8th Feb at 3 p.m.   |
| TSINGTAU Swatow & S'hai Kwongsang | Wed. 9th Feb at 7 a.m.  |                           |
| TIENSIN                           | Cheongshing             | Thurs. 10th Feb at 7 a.m. |
| STRAITS & Calcutta                | Kulsang                 | Fri. 11th Feb at 3 p.m.   |
| TSINGTAU Swatow & S'hai Hopsang   | Sun. 13th Feb at 7 a.m. |                           |
| HAIPHONG                          | Mingsang                | Sun. 13th Feb at 10 a.m.  |
| OSAKA via Moji & Kobe             | Laisang                 | Tues. 15th Feb at 7 a.m.  |
| STRAITS & Calcutta                | Suisang                 | Tues. 15th Feb at 3 p.m.  |
| TSINGTAU Swatow & S'hai Yatsing   | Wed. 16th Feb at 7 a.m. |                           |
| SANDAKAN                          | Hinsang                 | Thurs. 17th Feb at 2 p.m. |
| OSAKA S'hai Moji & Kobe           | Hosang                  | Satur. 19th Feb at 7 a.m. |
| STRAITS & Calcutta                | Namsang                 | Satur. 19th Feb at 3 p.m. |
| TIENSIN                           | Chipshing               | Sun. 20th Feb at 7 a.m.   |
| SANDAKAN                          | Mausang                 | Tues. 5th Mar at 1 p.m.   |

For freight or passage apply to:-  
**JARDINE, MATHESON & CO., LTD.**  
Telephone 215. Central General Managers

**THE SWEDISH EAST ASIATIC COMPANY, LIMITED.**

SERVICE OF FAST MOTOR VESSELS.  
LOADING DIRECT FOR  
Marseilles, Valencia, Rotterdam, Hamburg and Scandinavian Ports.

| M.V.     | Destination | Time |
|----------|-------------|------|
| "CANTON" | ...         | ...  |
| "DELHI"  | ...         | ...  |

For Shanghai & Japan ports.  
M.V. "DELHI" 2nd March.  
For further particulars apply to the Agents:  
**GILMAN & CO., LTD.** Hongkong. **G. E. HUYGEN,** Canton.

**BANK LINE LTD.**  
AGENTS FOR  
**ELLERMAN & BUCKNALL S.S. CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

**UNITED KINGDOM & CONTINENT** ..... ELLERMAN LINE  
Passenger Service.

S.S. "CITY OF LAHORE" ... London, Havre, Rotterdam & H'burg ... 12th February.  
FARES to LONDON: 1st Class £72.  
S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & H'burg ... 15th March.  
FARES: 1st Class to MARSEILLES £68; to LONDON £72.  
Second Class to MARSEILLES £47; to LONDON £49 10s.

**AUSTRALIA** ..... AUSTRAL-INDIAN LINE  
Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.  
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line of other services.

**BOSTON, NEW YORK & BALTIMORE** ..... AMERICAN AND MANCHURIAN LINE  
S.S. "CITY OF BRISTOL" ... via Suez Canal ... 5th March.

ALSO AGENTS FOR  
**ANDREW WEIR & CO.**  
SERVICES TO  
BOSTON, NEW YORK & HAVANA ..... AMERICAN & ORIENTAL LINE  
M.V. "LARCHBANK" ... via Suez Canal ... 24th March.  
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE  
S.S. "TINHOW" ... From Hongkong ... 20th April.  
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oinde, Inhambane, Zanzibar, Moabassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:-  
**THE BANK LINE, LTD.**  
Telephone Central 4791.

**SHIPBUILDERS.**  
**SHIP REPAIRERS.**  
**BOILER MAKERS.**  
**FORGE MASTERS.**  
**OXY-ACETYLENE AND**  
**ELECTRIC WELDERS.**  
**MECHANICAL AND**  
**ELECTRICAL**  
**ENGINEERS.**

**THE TAIKOO DOCKYARD & ENGINEERING COMPANY**

**—DRY DOCK—**  
LENGTH 787 FEET.  
LENGTH ON BLOCKS 750 FEET  
DEPTH ON CENTRE OF  
SILL (H.W.O.S.T.) 34 FT. 6 INS.

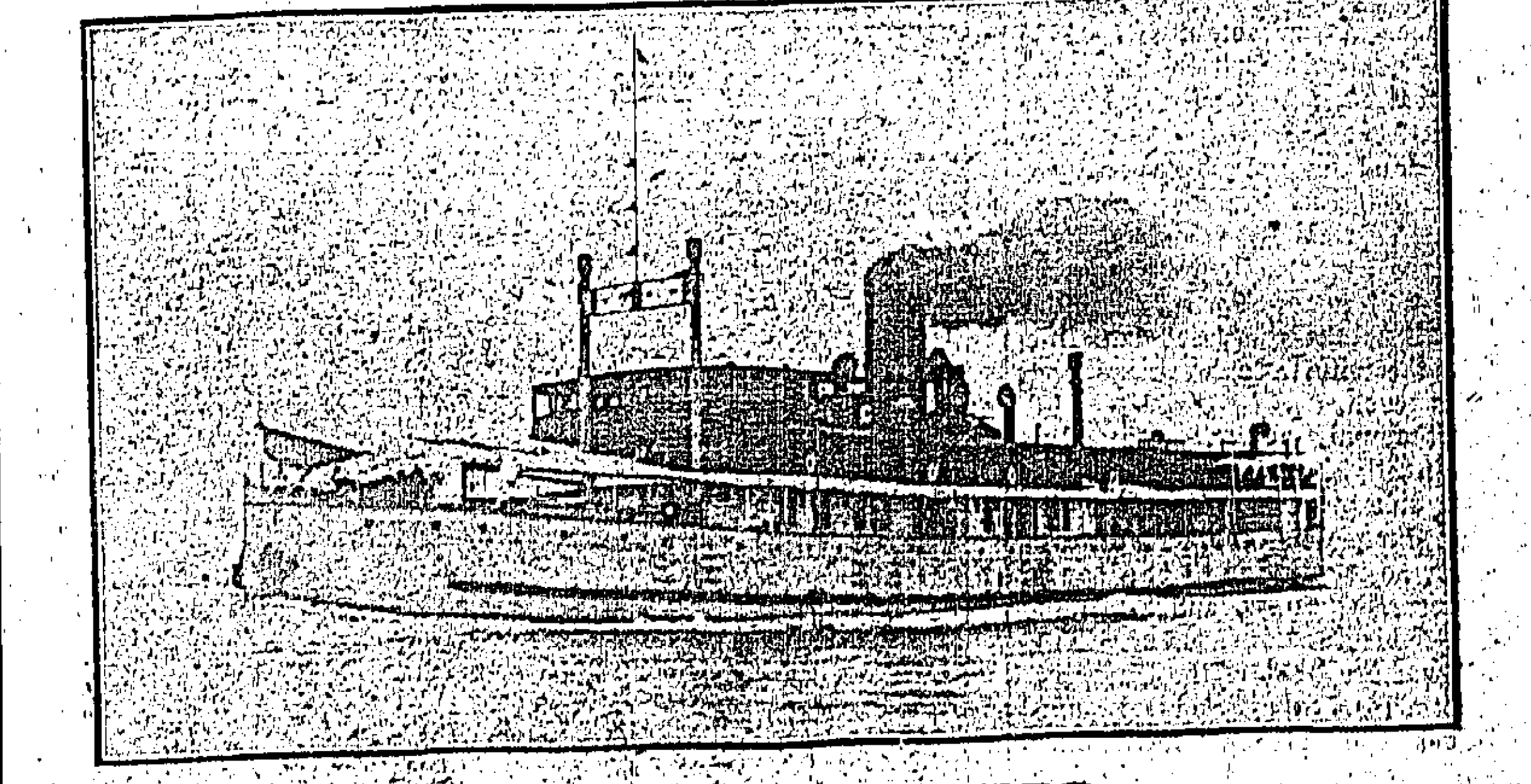
**—THREE SLIPWAYS—**  
CAPABLE OF HANDLING SHIPS UP  
TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF  
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.  
TELEPHONE NO. 212.  
CALL FLAG: "C" OVER "ANS. PENNANT."

**BUTTERFIELD & SWIRE, Agents**  
HONGKONG, CHINA & JAPAN.

**THE HONGKONG & WHAMPOA DOCK CO., LTD.**

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG  
Codes Used A.I.A.C. Fifth Edition, Engineering, First and Second Edition,  
Western Union and Watkins.  
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, and Iron  
Brass Founder, Force Master, Electricians.



**T. S. S. "SIANG WO"**

Passenger & Cargo River Steamer, built and engine at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze, Hankow-Iohang.  
Please address enquiries to the Chief Manager:-  
**R. M. DYER, B. Sc., M.I.N.A.,** Kowloon Dock, Hongkong.



**P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND.)  
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Suez, etc.  
**PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

|            | Tons   | From Hongkong (about) | Destination                     |
|------------|--------|-----------------------|---------------------------------|
| KIDDERPORE | 5,334  | 18th Feb.             | S'pore, P'ang C'bo & B'bay      |
| DELTA      | 6,097  | 18th Feb.             | S'pore, P'ang C'bo & B'bay      |
| KALYAN     | 9,144  | 19th Feb.             | Marseilles London A'warp & Hull |
| NELLORE    | 6,853  | 2nd Mar.              | S'pore, P'ang C'bo & B'bay      |
| MANTUA     | 10,902 | 5th Mar.              | Marseilles & London             |
| KASHGAR    | 9,005  | 12th Mar.             | M'los, L'don & A'warp           |

Frequent connections from Port Said for Passengers & Cargo to Constantinople, P'yren, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

**BRITISH INDIA-APCAR SAILINGS**

|         | Tons   | From Hongkong | Destination               |
|---------|--------|---------------|---------------------------|
| TILAWA  | 10,000 | 11th Feb.     | S'pore, Penang & Calcutta |
| SHIRALA | 7,341  | 1st March     | S'pore, Penang & Calcutta |

**EASTERN & AUSTRALIAN SAILINGS (South)**

|            | Tons  | From Hongkong | Destination                |
|------------|-------|---------------|----------------------------|
| TANDA      | 6,956 | 4th March     | Manila, Sandakan, Thure    |
| ST. ALBANS | 4,500 | 1st April     | Island, Townsville, B'bane |
| ARARURA    | 6,000 | 29th April    | Sydney and Melbourne       |

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.  
The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, Hoio, Cobua, Kolambigan, Tawan, (Yuan, Darwin, or other ports en route as independent offers.  
Frequent connections from Australia with the following—  
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN**

|          | Tons   | From Hongkong | Destination                     |
|----------|--------|---------------|---------------------------------|
| TANDA    | 6,956  | 8th Feb.      | Moji, Kobe, Osaka & Yokohama    |
| SHIRALA  | 7,341  | 9th Feb.      | Shanghai, Moji & Kobe           |
| NAGPORE  | 5,283  | 11th Feb.     | Shanghai, Moji, Kobe & Yokohama |
| MONGOLIA | 16,504 | 18th Feb.     | Shanghai, Moji & Kobe           |

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.  
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freights, etc., apply to  
**MACKINNON, MACKENZIE & Co., Agents.**  
P. & O. Bldg., Connaught Rd., C.

**AUSTRALIAN-ORIENTAL LINE, LTD.****'Changte' & 'Taiping.'**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.  
Via MANILA, AND THURSDAY ISLAND.  
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
**HONGKONG TO SYDNEY—19 DAYS.**

| STEAMER | DUE HONGKONG ON OR ABOUT | SALES HENCE ON OR ABOUT |
|---------|--------------------------|-------------------------|
| CHANGTE | 8th February             | 15th February           |
| TAIPING | 11th March               | 18th March              |
| CHANGTE | 12th April               | 19th April              |

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE, Tel. C. 35.** Agents.

**GLEN LINE.**

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

| STEAMSHIP | DUE HONGKONG ON OR ABOUT | SALES HENCE ON OR ABOUT |
|-----------|--------------------------|-------------------------|
| CHANGTE   | 8th February             | 15th February           |
| TAIPING   | 11th March               | 18th March              |
| CHANGTE   | 12th April               | 19th April              |

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

| STEAMSHIP                          | DUE HONGKONG  |
|------------------------------------|---------------|
| Motor Vessel "GLENAMOY" (Via Moji) | 10th February |
| Motor Vessel "GLENAGARRY"          | 17th February |
| Motor Vessel "GLENAPP"             | 3rd March     |
| Motor Vessel "GLENLUCE"            | 20th March    |
| Steamship "CARMARTHENSHIRE"        | 31st March    |

For freight, passage and further particulars, apply to:

**JARDINE, MATHESON & CO., LTD.**  
AGENTS: THE GLEN LINE, LTD.

**HOLLAND EAST ASIA LINE**

OF THE United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

|                |               |
|----------------|---------------|
| S.S. ZOESMA    | 25th February |
| S.S. OOSTERK   | 20th March    |
| S.S. OUDERKERK | 17th April    |

Arrivals From Europe.

|                 |              |
|-----------------|--------------|
| S.S. OOSTERK    | 8th February |
| S.S. OUDERKERK  | 8th March    |
| S.S. SALABANGKA | 5th April    |

All steamers have a limited accommodation for passengers.  
For Freight, Passage and further particulars please apply to  
**JAVA-CHINA-JAPAN LIJN,**  
Tel. Central No. 1574, Agents, York Building

**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

**CANTON LINE.**

Sailings from Hongkong: Daily, at 8 a.m. (Sunday)  
Sailings from Canton: Daily, at 8 a.m. (No Sailings)

**ADDITIONAL SAILINGS.**

s.s. "TAISHAN" will leave for Canton on

|          |           |
|----------|-----------|
| Monday   | 31st Jan. |
| Tuesday  | 1st Feb.  |
| Friday   | 4th Feb.  |
| Saturday | 5th Feb.  |

**SUNDAY EXCURSION.**

On Sunday, 6th February s.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M.

**MACAO LINE.**

FROM HONGKONG: 8 A.M. and 2 P.M. daily (Sunday: 9 A.M. only.)  
FROM MACAO: 8 A.M. and 2 P.M. daily (Sunday: 3.30 P.M. only.)

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

\*KOREA MARU (Calls Keelung) Sunday, 6th Feb. at 10 a.m.  
SHINYO MARU ... Tuesday, 22nd Feb. at noon.  
SIBERIA MARU (Calls Keelung) Sunday, 6th Mar. 10 a.m.  
\*Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama

GINYO MARU ... Saturday, 26th Feb. at noon.  
ANYO MARU ... Tuesday, 3rd May.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports

HAZAKI MARU ... Saturday, 12th Feb. at 11 a.m.  
BAKUSAN MARU ... Saturday, 26th Feb. at 11 a.m.  
KITANO MARU ... Saturday, 12th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 23rd Feb. at 11 a.m.  
TANGO MARU ... Wednesday, 23rd Mar.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Saturday, 12th Feb.  
CALCUTTA MARU ... Monday 21st Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TAJIMA MARU (Calls Glasgow) ... Saturday, 5th Feb.

BURNOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Saturday, 5th Feb.

BOMBAY via Singapore & Colombo.

AWA MARU ... Thursday, 10th Feb.  
SEIYO MARU ... Tuesday, 22nd Feb.

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Tuesday, 8th Feb.  
OSAKA MARU ... Friday, 18th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 19th Feb.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU (Mojit direct) ... Sunday, 5th Feb.  
LIMA MARU (Calls moji) ... Saturday, 5th Feb.  
HARUNA MARU ... Monday, 7th Feb.  
KAMO MARU ... Tuesday, 22nd Feb.

For further information apply to: **NIPPON YUSEN KAISHA**  
Tel. Central Nos. 292, (private exchanges to all Depts.)

**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

M.V. "RABY CASTLE" Sails on or about 19th February.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0. "B" Class £66. 0. 0.

**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND HOJI.

M.V. "VIMINALE" Sails on or about 7th February.

M.V. "REMO" Sails on or about 3rd March.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ROMOLO" Sails on or about 8th February.

M.V. "VIMINALE" Sails on or about 4th March.

M.V. "REMO" Sails on or about 5th April.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta End of February.

S.S. "UMZUMBI" Sails from Calcutta 31st March.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to: **DODWELL & CO., LTD.**  
Central 1030. Telephone Agents.

**CONSIGNEE NOTICES.**

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON, STRAITS, and PHILIPPINES.

The Steamship "BENSAWERS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th February, 1927, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 21st February, 1927, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February, 1927, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

**GIBB, LIVINGSTON & CO., LTD.**  
Agents.

Hongkong, Jan. 31, 1927.

OCEAN STEAM SHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "Patroclus."

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms, and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th February.

Goods not cleared by the 8th Feb. 1927, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

**NIPPON YUSEN KAISHA, Agents.**  
Hongkong, January 30, 1927.

Before You Advertise

COUNT THE "TELEGRAPHS"

On The Kowloon Ferry

**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, Feb. 4, 1927.

**CONSIGNEE NOTICES.**

THE NORWEGIAN AFRICA AND AUSTRALIAN LINE.

The Motor Vessel, "TONGSHA."

The above ship having arrived from Norway via ports on 2nd inst. Consignees of cargo, are hereby notified that all goods are being stored at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 8th Feb. 1927, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

**NIPPON YUSEN KAISHA, Agents.**  
Hongkong, January 30, 1927.

Before You Advertise

COUNT THE "TELEGRAPHS"

On The Kowloon Ferry

**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, Feb. 4, 1927.

**CONSIGNEE NOTICE.**

"SERVICE CONTRACTUALS DES MESSAGERIES MARITIMES."

S.S. "ANGKOR"

Bringing cargo from MARSEILLES

Consignees are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

All claims must be sent in to me on or before the Friday the 11th inst. after they will not be recognised.

Damaged packages will be examined by the Company's Surveyor:—Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday the 8th inst.

No Fire Insurance will be effected by us in any case whatever.

**J. LIMAGE, Agents.**  
Hongkong, February 2, 1927.

OCEAN STEAM SHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, "Achilles."

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms, and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th February.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th February will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th Feb. or they will not be recognised.

No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE, Agents.**  
Hongkong February 4, 1927.

NEW ADJUTANT.

TO JOIN THE VOLUNTEERS.

Brevet-Major R. A. Wolfe-Murray D.S.O., M.C. 2nd Battalion, Gordon Highlanders arrived in the Colony by the s.s. Mantua yesterday, and will shortly take up his duties as the new permanent adjutant of the Hongkong Volunteer Defence Corps.

He was educated at Crediton Grammar School, Devon and at Sandhurst. In 1910 he was commissioned 2nd Lieutenant of the South Lancashire Regiment and posted to the second battalion. He went on Indian service in the following year and in 1912, was appointed A/Aj. and Quartermaster of the 1st South Lancs, Quetta.

He was transferred to the Gordon Highlanders in 1915 and after being promoted Captain, returned to England. He was posted to the 2nd Battalion and joined his regiment in France for service with the British Expeditionary Force.

Mentioned in Despatches.

During an engagement in France in 1918 he received wounds, and later in the year was company Commander, No. 2 M.G. Cadet Battalion (Tank). He rejoined the 1st Battalion (Gordon Highlanders) in France in April 1917 and was appointed second in command in that month.

Towards the end of the year he became acting Lieut. Col. and in June, 1918 was promoted to Brevet Major. He was again wounded and returned to England and returned to France in 1919 in command of the 1/5th Battalion. He again returned to England and was seconded for service with the Egyptian Army in the Sudan in October 1919.

He returned home in 1923 to the establishment of the 2nd Battalion, Gordon Highlanders and was appointed Adjutant of that Battalion in January 1925.

During the war he was twice mentioned in despatches and received the Military Cross, Distinguished Service Order, the 1914-1915 Star, the British War Medal, Victory Medal and the Sudan General Service Medal.

It may be recalled that an Ordinance was passed by Council last year to amend the Volunteer Ordinance of 1920, and providing that the administrative commandant might be a regular officer.

**LIGNES COMMERCIALES (Cargo-boats)**

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK.

S.S. "D.P. BENOIT" ... 21st February.

S.S. "CAPT FAURE" ... 15th April.

S.S. "CAPT FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st February.

**SERVICES CONTRACTUELS (Mail service)**

| Steamers     | Sailings from Marseilles | Arr. at Hongkong & sailing for Shanghai & Japan | Sailings from Hongkong for Marseilles |
|--------------|--------------------------|-------------------------------------------------|---------------------------------------|
| SPHINX       | 15th Feb.                | 15th Feb.                                       | 15th Feb.                             |
| ANGKOR       | 1st Mar.                 | 1st Mar.                                        | 1st Mar.                              |
| POROS        | 15th Mar.                | 15th Mar.                                       | 15th Mar.                             |
| PAUL LECAT   | 29th Mar.                | 29th Mar.                                       | 29th Mar.                             |
| G. METZINGER | 12th Apr.                | 12th Apr.                                       | 12th Apr.                             |
| AMAZON       | 26th Apr.                | 26th Apr.                                       | 26th Apr.                             |



## HOTELS.

**THE HONGKONG**  
HONGKONG HOTEL REPULSE BAY HOTEL PEAK HOTEL  
Telegraphic Address: "KREMLIN, HONGKONG."  
AND  
**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
MAJESTIC HOTEL.  
Telegraphic Address: "CENTRAL, SHANGHAI."  
**HOTELS.**  
LIMITED.  
In association with the Grand Hotel  
Des Wagons Lits, Peking.

## KING EDWARD HOTEL.

CENTRAL LOCATION  
ELECTRIC LIGHTS AND LIGHTING,  
TELEPHONE, ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS  
Telephone Central 373 Telegraphic Address "Victoria."

## KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON  
Modern Toilet System.  
Elevator and Telephones to each floor.  
Smoking Room and Saloon Bar. First Class Billiard Table  
Recently renovated throughout.

## Dinner Dance Every Thursday.

Manager's Personal Attention

Tels. K. 608-609. WM HAROLD PERRY, Manager  
Cables KOWLOTEL HONGKONG

## PALACE HOTEL

Tel. Kowloon No. 3. Tel. Address "PALACE."  
Three minutes from Kowloon Wharf, Ferry and Railway Station.  
Entirely under English Management. Electric Light and Fans through-  
out. Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.  
Unrivalled Cuisine under the personal supervision of the proprietress.  
Terms moderate. Special terms to families on application to:  
Mrs. J. H. OXBERRY, Proprietress.

## EUROPE

Cables:—"EUROPE" Singapore.

## HOTEL

SINGAPORE.

After-dinner  
dancing every  
Tuesday, Thursday  
and Saturday.

## Grill

## THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

## ASAHI BEER

BREWED BY

## DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export.

Sole Agents:—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

## SANITARY GOODS, BUILDERS' MATERIALS &amp; HARDWARE.

A very large selection of the above goods stocked by us.  
Export workmen for every kind of Sanitary Engineering.

## GAY KEE

SANITARY ENGINEERS.

Stephen's Building, 69, Des Voeux Road, Central,  
TELEPHONE C. 5503.

Printed and Published for the Proprietor by FREDERICK  
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of  
Victoria, Hongkong.

## REPLY TO BRITISH OFFER.

(Continued From Page 1.)

you wish is for potential customers to shoot you."

We have shown our preparedness to do our utmost to gratify and dignify the national feelings of the Chinese, but when it comes to mob violence and to the life and property of British subjects dwelling under the sanctity of treaties recognised for generations being violently assailed and menaced, we are bound, if we wish to maintain our treasured reputation, to take reasonable measures for their protection and defence.

He believed that if the Government were supported, as it should be, not merely by its own supporters but by the mass of steady sober opinion in the country, they would with patience, forbearance and self-respecting firmness, succeed in procuring a great amelioration of the Chinese position before the end of the year.

—Reuter.

## LABOUR BUSYBODIES.

"NO MORE INFLUENCE THAN A FLY."

London, Feb. 4.  
Mr. L. S. Amery, in a speech on China at Birmingham, said a "fraction of busybodies, professing to speak in the name of Labour, were sending messages to China which could only mislead the Chinese. This section pretended to have influence over the direction of the Government's policy. "As a matter of fact," said Mr. Amery, "they have no more influence over the policy of this country than a fly. The only thing they can do is to produce harm."

—Reuter.

## BRITAIN'S GENEROSITY.

WEEKLY JOURNALS APPROVE.

London, Feb. 4.  
The weekly journals *Spectator* and *Nation* both congratulate Sir Austen Chamberlain on his liberal and large-minded speech at Birmingham, the *Nation* declaring that Sir Austen Chamberlain had conceded in principle almost everything that any reasonable Chinese leader had ever demanded, which must go a long way to take the wind out of the sails of Chinese Communists and their Russian advisers.

"It would be a pity," comments the *Nation*, "if the significance of the speech were obscured by the troops controversy. Let none imagine that if troops had not been sent there would not have been a risk of serious developments. The division being sent is hopelessly inadequate for offensive action, and we, therefore, conclude that the Government is wholly sincere in their purpose to provide against mob violence."

The *Spectator* advocates referring the whole question to the League of Nations, "if nothing worthy of the name of an agreement is reached within a few weeks." It points out the paradox that Britain, while leading the world in recommending magnanimous action in China, still bears the odium of being the "imperialistic Power par excellence," which is threatening China with armed men. It concludes: "Having offered so much, Britain implies, when the occasion is ripe, that China shall or ought to be as independent of rules 'invented by foreigners as Britain. It is now the task of the Cantonese and all other authorities in China to make the occasion ripe. If Mr. Eugene Chen, through the bad judgment or fear of Russian advisers, refuses a solid and fruitful peace, he will commit as bad a mistake as it is possible for a statesman to make."

—Reuter.

## TRANSPORTS LEAVE.

THREE BOATS FROM MALTA.

Malta, Feb. 4.  
The transports, *Megantic* and *Minnesota*, and the hospital ship *Maine*, have left for China.

—Reuter.

## ITALY ALERT.

TO DEFEND HER INTEREST.

Rome, Feb. 4.  
It is reliably reported that Italy has replied to the British Memorandum practically endorsing British policy in China and maintaining its rights and powers to defend its interests in China.

—Reuter.

Rome, Feb. 4.  
The Press emphasises the identity of the attitude of Britain and Italy with regard to the Chinese situation and declares that the Government must act firmly in de-

fence of Western civilisation against the violence and barbaric xenophobia stirred up by Bolshevism propaganda.

Mussolini's organ, the *Popolo d'Italia*, thinks it will be difficult for Italy to abstain from intervening if her interests are assailed by the fanaticism of Chinese mobs.

The *Corriere della Sera* opines that Italy will probably despatch a battleship to China. It emphasises that any Italian intervention will be purely defensive and precautionary.

## AMERICAN PRECAUTIONS.

REPLY TO CHINESE MINISTER.

Washington, Feb. 4.

When Mr. Alfred Sze, the Chinese Minister, informally enquired regarding the movements of American troops in the Far East, he was informed that there was no intention of landing forces unless the lives of Americans were actually endangered and that the activity of the Navy Department was entirely precautionary.

Mr. Sze lodged no protest. He explained that he merely sought information in order to be able to anticipate a possible protest by Mr. Eugene Chen.

—Reuter's American Service.

## AMERICA'S ATTITUDE.

MORE OFFICIAL ASSURANCES.

Washington, Jan. 27.—Supplying the statement of Secretary Kellogg last night that the American government is ready to negotiate new treaties with China, independently of the other powers if necessary, assurances were given at the State Department today that the United States is willing to negotiate treaty revisions with both the Cantonese and the Northerners.

No proposals for a conference between American diplomats and representatives of the two Chinese factions have been received. However, there have been intimations in the nature of protests from each side against any step by the United States to deal with the other side that indicated willingness of both to confer.

The State Department made it plain in its statement last night that existing treaties could not be abrogated until new ones had been signed and ratified by the Senate. The statement also said the United States, although sympathizing with China's awakening would maintain strict neutrality as between the opposing Chinese factions. It also pointed out that any negotiation must be with delegates who definitely represented the people of China or their accredited authorities.

Meanwhile, it was made known that during the present unsettled conditions an American force would be kept in China sufficient to protect American lives and property.

State department officials were silent in response to inquiries as to what co-operation with British and other forces might be expected from American naval detachments if protection of foreign life and property in Shanghai became necessary there.

The administration's position toward China was indorsed in the house of representatives by both Republicans and Democrats.

## NO NEW DECLARATIONS.

Washington, Jan. 28.—American readiness to enter into negotiations with representatives of both Chinese factions if they can agree on such procedure was reaffirmed at the White House today. Secretary Kellogg's declaration of policy is an authoritative outline of the American position as to China, it was added, until there is occasion for new declarations. President Coolidge has every reason to believe, it was said, that the Chinese authorities are endeavouring to prevent a recurrence at Shanghai of the anti-foreign rioting at Hankow.

American ships are being held at Shanghai for emergencies, but the President sees no reason why Americans at Shanghai pursuing legitimate occupations should be required to leave the city and abandon their business property.

President Coolidge believes it would be disastrous economically for the Chinese if foreigners are compelled to leave Shanghai.

## FIGHT AGAINST MORO CHIEF.

OVER THIRTY KILLED IN OPERATIONS.

## PRINCESS REMOVED.

A Zamboanga message of Monday last to the *Manila Bulletin* says:

Thirty-five Sulu Moros were killed and an uncertain number injured this morning when an attack was made by the constabulary on the cotta of Datu Tahil.

The fight lasted for several hours beginning at 5 a.m.

Colonel Luther Stevens of the constabulary led the attack. The cotta was bombarded by Stokes mortar guns. Tear gas bombs and rifles were also used.

The Moros' reply to the attack was futile. None of the constabulary soldiers was injured.

Datu Tahil fled at the beginning of the fight, leaving ignorant mobs to work out their own salvation.

Firing of guns could be plainly heard in Jolo, causing great excitement among the residents.

The Sultan and Senator Hadji Butu entered the fortified cotta on Sunday in an attempt to persuade Datu Tahil to surrender. The datu, in reply, defied the constabulary and other forces of law and order. The commission was successful, however, in getting Princess Tarrhuta, wife of Datu Tahil and niece of the Sultan, away from the cotta before fighting started.

An attack upon the Datu Tahil's cotta would have been made before had the princess not refused to leave the cotta.

Datu Tahil, with his followers, retired to the cotta on January 20, taking up arms against the Government. This followed his removal from the provincial board of Jolo by Governor General Wood. He previously had been convicted of sedition. The cotta is located near Tanum. Every effort was made to bring the band to terms without force.

## STRAITS TRAGEDY.

(Continued From Page 1.)

looked very wild and there was a trickle of blood coming from his forehead. She gave orders for the staff nurse and the men not to leave him unattended. She was reading the note from the Johore M.O. when she heard the staff nurse scream that deceased had jumped over the verandah. She rushed to the room and saw the attendants standing outside.

## VAULTED OVER RAILINGS.

Clara Sanderson, staff nurse at the General Hospital, said she came out of the room when they had put Mr. James on the bed and told the guards not to leave him alone. She spoke to the sister and when she got back she saw the men standing outside. She was telling them to go back into the room when Mr. James rushed out of the room with the Hospital Boy, who was undressing him, running after him. He made straight for the railings and, putting both hands on them, he vaulted over.

The Coroner and the jury then visited the hospital and on their return Dr. Taylor, Chief Medical Officer, gave evidence. He said that arrangements for admission were generally made before-hand. In the present case their information from Johore was that it was a medical case.

In the course of their cross-examination, the jury expressed the opinion that the patient should never have been taken upstairs. He should have been kept downstairs and a strong guard put over him.

Asked if he knew of any similar case, witness said that Sister Pugh had a case of the same kind some time ago. The patient was a very big man and he got both feet over the verandah, but the Sister succeeded in getting both arms round him and pulling him back.

## RUSSIA'S POLICY.

NO ARMED INTERVENTION.

Leningrad, Jan. 28.—Armed intervention in China does not enter into the plans of the Soviet government, according to a speech by M. Radutsk, vice chairman of the Soviet cabinet.

"Even if the foreign powers open war on China we shall not interfere," he said. "We shall help Canton in every way but armed intervention in China does not enter into our plans."

## Entertainments.

TO-DAY ONLY

## JACKIE COOGAN

THE KID HIMSELF! Here's Jackie Coogan, who rose from rags to riches, back again with the sidewalks of New York as his only home, a fire-plug as a head-rest and the curb to park his feet!

But watch him step—big shoes and all! You'll laugh as never before at the uproarious adventures of the most lovable waif in pictures!

Wait till you see him as best man at the funniest wedding that ever happened. Here's the great successor to "The Rag Man."

By WILLARD MAZE, directed by EDDIE CEINE. Under the personal supervision of JACK COOGAN, JR.

## OLD CLOTHES



## QUEEN'S

## CHINESE PICTURES AT WORLD

TO-DAY 5.15 to 8.45 &amp; at 9.20

## IRENE RICH

in

## THE WIFE WHO WASN'T WANTED

## STAR

## "KOCHOW" SEIZURE.

PASSENGERS AGAIN REMANDED.

The twenty-one Chinese who are held in connection with the seizure of arms on board the a.s. *Kochow* at Hongkong, prior to her departure for Wuchow, appeared before Mr. R. E. Lindsell at the Central Police Court this morning, when Mr. T. H. King applied for a remand until Tuesday.

His Worship remarked that he thought the men should be tried as soon as possible, as he understood there was no real evidence against any except No. 1.

Mr. King replied that enquiries were still being made which might by Tuesday show a connection between No. 1 and the others.

The application was granted.

It was stated that a family of ten occupied one bedroom in an ejection case at Mansfield.

A motor-car, the driver of which was apparently dazzled by the headlights of another car, ran into the tail of a wedding procession of 35 persons near Clermont Ferrand, France. Eighteen members of the party were knocked down and about ten of them, including the bride, were more or less seriously injured.

## MOTORING RECORDS.

SET UP BY BRITISH DRIVER AND CAR.

London, Feb. 4.  
Captain Malcolm Campbell, in his 450 h.p. Napier-Campbell car "Bluebird" has succeeded to-day, at Pendine Sands, Carmarthenshire, in breaking the world's speed record for both the kilometre and the mile distances.

He covered the kilometre at a speed of 174.843 miles per hour, and the mile at a speed of 174.224 miles per hour.

The previous record for the mile, made by Mr. Parry Thomas, was 170.624 miles per hour.—*British Wireless*.

[A picture of Capt. Campbell and his car appears in to-day's Motoring Supplement.]

Sydney City Railway has opened the first underground section, from the Central Railway Station, the terminus of the suburban and country train service, to Saint James Station in King Street, near the centre of the city. The service ran smoothly and many thousands made the journey out of curiosity. One suburban line is already electrified and others are being prepared for this.

## TO-DAY

Dollar on demand 2/13/16  
Lighting-ut 6.13 p.m.